

COUNCIL
AGENDA
SPECIAL
MAY 29
1978

THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

SPECIAL COUNCIL MEETING

MONDAY, MAY 29, 1978, 9:30 A.M.

CITY COUNCIL CHAMBERS

1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO

1. MOTIONS

- (a) To adopt the Memorandum of Settlement between the Corporation of the City of Mississauga and Mississauga Firefighters Association, Local 1212, for the period from January 1, 1978 through December 31, 1979.

2. BY-LAWS

- #322-78 A by-law to authorize the execution of the Collective Agreement for the year 1977, dated May 16, 1978, between the Corporation of the City of Mississauga and the Mississauga Fire Fighters Association, Local 1212.

THREE READINGS REQUIRED

3. DRAFT OFFICIAL PLAN

- Item 1: Report dated May 29, 1978, from R. G. B. Edmunds, Commissioner of Planning, with respect to the Draft Official Plan.
- Item 2: Report dated May 29, 1978, from R. G. B. Edmunds, Commissioner of Planning, with respect to the Draft Official Plan.
- Item 3: "Recommended Changes to the Draft Official Plan".
- Item 4: Report dated May 29, 1978, from R. G. B. Edmunds, Commissioner of Planning, with respect to "Recommended Changes to the Draft Official Plan".

4. ADJOURNMENT

Verbal motion

CITY OF MISSISSAUGA
PLANNING DEPARTMENT

ITEM: 1
FILE: SP 166
DATE: 1978 05 29

TO R. A. Searle, Mayor and Members of the City of Mississauga Council

FROM R. G. B. Edmunds, Commissioner of Planning

SUBJECT Official Plan

COMMENTS On March 7, 1978, three reports were submitted to Council for consideration; namely -

- (1) Report of the Commissioner of Finance
- (2) South-west Mississauga Transportation Study
- (3) Recommended Changes to the draft Official Plan

Council did not deal with Items (2) and (3). With respect to Item (1), Council discussed the report and requested a further report on the recommendations contained in the Finance Commissioner's report as well as a report on the proposed Council resolution regarding population, servicing, and priority for commercial and industrial development applications.

Attached are the following reports in order in which it is suggested Council should deal with them. Reports (3) and (4) should be dealt with together.

- (1) This covering memo with a recommendation to Council regarding the Official Plan.
- (2) Report from the Planning Commissioner regarding the March 7, 1978 proposed Council resolution.
- (3) Recommended changes to the draft Official Plan.
- (4) Addendum to Item (3) outlining additional changes to the draft Official Plan that have occurred since General Committee completed its deliberations on the draft Official Plan in February 1978.

The South-west Mississauga Transportation Study was submitted to General Committee May 24, 1978. The proposed City Structure including the finalizing of the land use for the Hurontario District will be resolved during the discussion of the Recommended Changes to the draft Official Plan.

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Although there are quite a few issues still to be settled, it is suggested that if this two-day session starts with the clear objective of dealing with those issues based on the information at hand, and not even entertaining the idea of requesting more reports, the session could conclude with a simple resolution to approve the Official Plan as revised during the session. Subsequently, the precise documentation of the Plan would return to Council for adoption by by-law.

Even after Council has adopted the Plan there is still a lengthy process to be observed before it is approved by the Region and the Province. During that process there is no doubt that some aspects of the Plan will be questioned and will probably require reconsideration by Council. Without a Plan, however, these refining procedures cannot take place, and consequently, the somewhat nebulous state of planning policy will continue to exist for both the public and private sectors.

RECOMMENDATION

That the two-day session on the draft Official Plan, May 29 and June 2, 1978, be commenced with the agreed objective of concluding the session with a resolution to approve the Official Plan as revised, and that the actual documentation of the Official Plan necessary for adoption of the Plan by by-law be carried out as soon as possible.

CITY OF MISSISSAUGA
PLANNING DEPARTMENT

ITEM: 2
FILE: SP 166
DATE: 1978 05 29

TO R. A. Searle, Mayor and Members of the City of
Mississauga Council
FROM R. G. B. Edmunds, Commissioner of Planning
ORIGIN General Committee, March 7, 1978
SUBJECT Official Plan -- March, 1978 Council Resolution
COMMENTS 1. Introduction

On March 7, 1978 a report from the Commissioner of Finance which examined aspects of monitoring process from a financial point of view was presented to Council. After discussion, a resolution was proposed, the main aspects of which were to establish priority for all commercial or industrial development applications, reduce the 1986 population target from 395,000 to 360,000, and to instruct the City Manager to report on the list of services required to support a population of 360,000. This proposed resolution, attached as Appendix I was not approved by Council, but was referred to staff for a report which is also to deal with the five recommendations in the report of the Commissioner of Finance dated February 21, 1978 (also included in Appendix I).

The purpose of this report, then, is to examine both the implications of the actions proposed by the proposed resolution, and the recommendations of the Finance Commissioner. The proposed Council resolution is dealt with first, and the Finance Commissioner's report recommendations follow.

2. Priority for Industrial and Commercial Applications

The proposed resolution would require the City Manager to instruct Department Heads to process all commercial or industrial development applications on a priority basis. While the objective inherent in this aspect of the resolution has merit, two changes are suggested.

First, rather than, "give priority to" industrial and commercial applications, the instruction should read that industrial and commercial applications should be processed "expeditiously". Giving priority to industrial and commercial applications could be interpreted to mean that the processing of residential or other types of applications could be delayed.

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Second, the context of the instruction should be expanded to take into account other Council objectives and policies. Council may not want to process all commercial and industrial applications expeditiously. Some applications may be in unplanned areas and may require secondary plans to establish road patterns and compatible relationships with other land uses. Where there are conflicts among such applications with respect to servicing capacities and financial resources. Council may determine that one area should be given priority over another. Instructions to staff to expedite industrial and commercial applications should, therefore, be qualified to ensure compatibility with approved Council policies and objectives, and if this point is pursued, it should be amended to read:

1. That the City Manager instruct all Department Heads to process expeditiously commercial and industrial development applications which are compatible with Council's objectives and policies.

It should be noted that although staff may process such applications expeditiously, it still remains for Council to approve them and for developers to actually develop the lands. In the case of industrial lands for example, of the approximately 18,000 acres proposed for designation in the draft Official Plan, only 6,000 acres are actually in use; of the remaining 12,000 acres, about half are zoned industrial and about half remain unzoned. There are a number of applications which only require action by the applicants for final approval. With respect to retail and office commercial applications, the largest concentration for both is in the City Core, the secondary plan for which is before Council. Other applications for retail and office commercial are being processed as expeditiously as possible.

In summary, although staff may process commercial and industrial applications as quickly as possible, and approval may be given by Council and other levels of government, it is market forces and the acumen of private enterprise that are essential and overriding elements in achieving more of this type of development.

3. 1986 Population Target

Points 2 and 3 of the proposed resolution are inter-related and are therefore dealt with together. Point 2 recommends substituting the figure of 360,000 instead of 395,000 persons as the 1986 Population Target in the draft Official Plan. Point 3 recommends that no amendment to the Official Plan or rezoning or plan of subdivision be approved which would provide additional population beyond the 360,000 figure.

(a) Significance of the 360,000 Population Figure

In a growing municipality there are two types of population figures; the Actual population and the Committed population. The Actual population is the population that is present according to either census or assessment data. Updated from September, 1977, Mississauga's Actual population is approximately 270,000. The Committed population includes the actual population plus the population that could be accommodated by unoccupied units, units for which building permits have been issued and/or are under construction, and units which have been zoned and/or registered for which building permits have not been issued. The Committed population is approximately 360,000 persons.

The draft Official Plan target population of 395,000 persons represents the Actual population desired by 1986 as based on the projected total employment by 1986 of approximately 200,000 jobs.

The Committed population for 1986 will probably be approximately 450,000 persons.* This figure is based on population to be accommodated by applications now being processed, plus part of the population from areas released by Council for secondary plan preparation; included are City Core, Dundas, Creditview, westerly extensions of the Mississauga Meadows and Meadowvale West communities.

*If all the population to be accommodated by these areas were included, the Committed population would be approximately 480,000; however, is assumed that by 1986, not all of the City Core, Dundas or Creditview will be committed in terms of being zoned or registered.

In other words, if lands subject to development applications or secondary plan preparation are processed at the present rate the Committed population by 1986 will be approximately 450,000 of which 395,000 would be the Actual population.

The difference between Actual and Committed can be accounted for by vacant units, units under construction, and units that have been approved but have not been constructed by private developers for various reasons, including mortgage financing and market conditions. Normally, therefore, in order to achieve an Actual population target, it is necessary to have a Committed population somewhat in excess of it to allow for the effects of construction time lag and market conditions over which Mississauga has no control.

(b) Implications of the 360,000 Population Figure

Reducing the 1986 target population from 395,000 to 360,000 could result in upsetting the balance between residential labour force and employment opportunities -- one of the major goals of the draft Official Plan. As noted previously, the 1986 population target was based on the projected employment level in Mississauga in 1986; namely 200,000 jobs. The employment level was projected to equal the labour force by 1986 so that if the population does not reach the target, the labour force target would not be achieved either. Assuming that the labour force will remain a constant proportion of the total population, the reduction of 35,000 persons of the total population would result in a deficiency of about 18,000 persons in the labour force. This would mean that an equivalent number of workers would have to commute from elsewhere to fill the jobs in Mississauga.

A second major implication of the proposed resolution would be that no further residential development, beyond what is now committed in terms of rezoned lands and registered plans of subdivision, would be permitted. Included as not being permitted would be all applications being processed -- whether approved in principle or not -- as well as lands that Council has released for preparation of secondary plans. Specifically, as shown on Table 1, Creditview, Dundas and the residential portion of the City Core could not be developed, and Mississauga Meadows, North-North Dixie and the westerly extension of Meadowvale West could not be completed.

TABLE 1
DISTRIBUTION OF POPULATION¹

<u>DISTRICT</u>	<u>1977 ACTUAL²</u>	<u>COMMITTED³</u>	<u>1986 TARGET⁴</u>
Central Erin Mills	100	200	100
City Core			2,500
Dundas	3,400	3,600	13,300
Clarkson-Lorne Park	35,300	46,300	43,600
Cooksville-Munden Park	24,300	25,700	25,300
Creditview	-	-	8,800
Erin Mills South	12,300	36,200	36,800
Erin Mills West	100	100	100
Erindale Woodlands	15,300	16,400	14,300
Dixie-Shorefront	21,300	22,200	21,300
East Credit	700	700	700
Lisgar	200	200	200
Malton	32,400	33,400	32,700
Meadowvale Village	300	300	300
Meadowvale West	10,800	25,800	28,200
Mississauga Meadows	600	7,700	14,000
Mississauga Valleys	16,700	28,200	29,700
North Dixie	36,700	40,800	39,200
North-North Dixie	2,500	7,700	25,000
Port Credit	10,300	13,900	10,000
Queen Elizabeth	10,600	10,900	9,800
Streetsville	10,500	11,000	10,800
Streetsville East	900	900	900
West Erindale	13,300	15,000	16,100
West Cooksville	8,900	11,600	12,600
Winston Churchill	100	100	100
South Dixie	500	500	400
Meadowvale North	100	100	100
	268,200	359,500	394,900

¹ Population figures are rounded to the nearest 100

² Actual population is calculated and updated from the assessed population

³ Committed Population is the actual population, plus population that could be accommodated by unoccupied units, units for which building permits have been issued and/or are under construction and units which have been zoned and/or registered for which building permits have not been issued

⁴ This figure is the target for the Actual population level by 1986 as based on the number of employment opportunities expected by 1986; declining occupancy rates and vacancy rates are also taken into account

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Since many of the applications are considerably advanced in the approval process, and Council has released for secondary plan preparation the aforementioned planning districts or partial districts, refusal to approve such applications or Official Plan amendments that would increase the population to greater than 360,000 would represent a reversal of previous planning policies and decisions.

The lack of justification for establishing the figure of 360,000 persons as the 1986 population target makes it very doubtful that a successful case could be prepared before the Ontario Municipal Board to defend such an abrupt change in direction in cases involving development applications previously approved in principle, or even for areas previously released only for secondary plan preparation.

Such an action would also be unrealistic with respect to the housing market, since it would limit housing starts to the amount and type of units now committed which may not reflect existing housing demand. There are sites in Mississauga which have been zoned and/or registered for condominium apartments since 1973 and 1974 but have not been built upon because of the lack of market for such housing types.

In view of these implications, the establishment of 360,000 persons as the 1986 target population, and the prohibition of approvals for any development application of Official Plan amendment that would result in exceeding this population, is not supported.

4. Services

As directed by Council, Table 2 constitutes the list of services required to support a population of 360,000. Gross costs are in 1978 dollars; net costs are costs less subsidies.

5. Other Aspects

The proposed resolution would require the financial consequences of development to be monitored immediately, and the City Manager to report to Council quarterly on the adequacy of the residential levy policy to cover the cost of residential growth.

TABLE 2
SERVICES REQUIRED FOR 360,000 PERSONS

TRANSIT

Buses	58 @	\$4,429,924	Gross Cost &	\$1,107,481	Net Cost
Shelters	28 @	49,336	Gross Cost &	12,334	Net Cost
Stops	67 @	3,953	Gross Cost &	988	Net Cost
TOTAL		\$4,483,213	GROSS	\$1,120,803	NET

LIBRARY

1 Central Library (100,000 square ft.)	@	\$5,875,000	Gross & Net Cost
1 District Library (30,000 square ft.)	@	1,762,500	Gross & Net Cost
1 Neighbourhood Library (10,000 sq. ft.)	@	587,500	Gross & Net Cost
72,671 Volumes	@	853,884	Gross & Net Cost
TOTAL		\$9,078,884	GROSS & NET

FIRE

Relocate Stn #3: Bldg.	@ \$	275,000	Gross Cost & Net Cost
Land	@	175,000	Gross Cost & Net Cost
Relocate Stn #5: Bldg.	@	275,000	Gross Cost & Net Cost
Relocate Stn #8: Bldg.	@	265,000	Gross Cost & Net Cost
Expand Stn #6: Bldg.	@	75,000	Gross Cost & Net Cost
New Station Bldg.	@	275,000	Gross Cost & Net Cost
(Erin Mills 5): Land	@	150,000	Gross Cost & Net Cost
2 Aerial Platforms	@	440,000	Gross Cost & Net Cost
1 Pumper	@	90,000	Gross Cost & Net Cost
2 Mini Pumpers	@	70,000	Gross Cost & Net Cost
TOTAL		\$2,090,000	GROSS & NET

RECREATION & PARKS

5 Baseball (unlit)	@ \$	58,750	Gross Cost & \$	58,750	Net
1 Baseball (lit)	@	52,876	Gross Cost &	52,876	Net
4 Lacrosse Boxes	@	141,004	Gross Cost &	141,004	Net
12 Play Equipment	@	141,000	Gross Cost &	141,000	Net
2 Indoor Pools	@	1,692,056	Gross Cost &	1,542,056	Net
4 Outdoor Pools	@	1,410,048	Gross Cost &	1,110,048	Net
1 Major Soccer (unlit)	@	940	Gross Cost &	940	Net
1 Major Soccer (lit)	@	42,066	Gross Cost &	42,066	Net
13 Minor Soccer	@	9,165	Gross Cost &	9,165	Net
9 Softball (unlit)	@	117,500	Gross Cost &	117,500	Net
23 Tennis Courts	@	202,676	Gross Cost &	152,007	Net
72 Acres Major Parkland	@	6,786,000	Gross Cost &	--	Net*
TOTAL		\$10,636,081	GROSS	\$3,367,412	NET

* (Major portion assumed to be dedicated)

ENGINEERING & WORKS

Roads	@	\$61,000,000	Gross Cost &	\$30,500,000	Net Cost
Drainage	@	22,000,000	Gross Cost &	11,000,000	Net Cost
Underpasses	@	3,000,000	Gross Cost &	3,000,000	Net Cost
Traffic Signals	@	600,000	Gross Cost &	600,000	Net Cost
Street Lights	@	<u>1,000,000</u>	Gross Cost &	<u>1,000,000</u>	Net Cost
TOTAL		\$87,600,000	GROSS	\$46,100,000	NET

It is suggested that establishing the timing of the City Manager's reports to Council would be more appropriate after Council has adopted a monitoring policy; therefore, it is recommended that point 5 be revised to read:

That City Staff monitor the financial consequences of development starting immediately.

Staff had no comment on the point concerning senior citizen housing.

6. Commissioner of Finance's Report Recommendations

Staff are in agreement with the recommendations contained in the report. The targets for population, housing units, commercial floor space, office floor space, and industrial acreage set out in Appendices "B", "C", and "D" of the report are based on work carried out by Planning Staff in 1975 and 1976 and are being updated by Planning Staff.

CONCLUSIONS

The following summary sets out the points of the resolution and staff response to them.

1. The City Manager instruct all Department Heads who use staff resources to process all commercial or industrial development applications on a priority basis.

This should be reworded to read:

That the City Manager instruct all Department Heads to process expeditiously commercial and industrial development applications which are compatible with Council's objectives and policies.

2. Section 4.11.2.1 of the draft Official Plan be amended to read '360,000' instead of '395,000'.
3. That no amendment to the existing or draft Official Plan be approved by Council if the result of such amendment will be to provide for additional residential development over and above 360,000 population and that no applications for subdivision rezonings to residential be approved if a similar result follows.

Decreasing the 1986 population target from 395,000 to 360,000 persons and not approving any development application or Official Plan amendments that would result in population beyond this figure is not supported, because it would upset the balance between residential labour force and employment opportunities; it represents a reversal of Council policies and decisions that could not be defended at the Ontario Municipal Board; and it is both unrealistic and inflexible with respect to the housing market.

The population target of 395,000 should be retained in the draft Official Plan. To ensure that that target is not exceeded, a monitoring system which would establish yearly targets for population housing units, commercial floor space, office floor space and industrial acreage should be established.

4. That the City Manager report to Council at the earliest opportunity a list of services required to support a population of 360,000 and that the report emphasize the cost attributable to hard services.

The list contained in this report should be received by Council.

5. That City staff monitor the financial consequences of development starting immediately and the City Manager report to Council quarterly on the adequacy of the residential development levy policy to cover the cost of residential growth.

This point should omit reference to when the City Manager will report to Council so that the point now reads:

City staff monitor the financial consequences of development starting immediately.

6. That notwithstanding anything above, the applications to build senior citizens housing will be dealt with on the merits of the individual application.

This statement is endorsed.

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RECOMMENDATIONS

In response to the proposed Council resolution of March 7, 1978, it is recommended that the proposed resolution be revised to read as follows:

1. That the City Manager instruct all Department Heads to process expeditiously commercial and industrial development applications which are compatible with Council's objectives and policies.
2. That the 1986 target population of 395,000 persons be endorsed.
3. That the list of services contained in the May 29, 1978 report from the City Manager be received.
4. That City staff monitor the financial consequences of development starting immediately.
5. That applications for senior citizen housing be dealt with on their individual merits.
6. That the recommendations contained in the Finance Commissioner's report of February 21, 1978, be endorsed subject to possible revisions to the figures contained in Appendices A, B, C, and D.

PROPOSED COUNCIL RESOLUTION

APPENDIX I

Whereas the financial reports dated February 21, 1978, and June 6, 1977, on the draft Official Plan indicate a further necessary escalation of municipal taxes over and above the unavoidable increases due to inflation;

And Whereas it appears that a strengthening of the commercial industrial base is required;

Now Therefore Be It Resolved That:

1. The City Manager instruct all Department Heads who use staff resources to process all commercial or industrial development applications on a priority basis.
2. Section 4.11.2.1 of the draft Official Plan be amended to read '360,000' instead of '395,000'.
3. That no amendment to the existing or draft Official Plan be approved by Council if the result of such amendment will be to provide for additional residential development over and above 360,000 population and that no applications for subdivision rezonings to residential be approved if a similar result follows.
4. That the City Manager report to Council at the earliest opportunity a list of services required to support a population of 360,000 and that the report emphasize the cost attributable to hard services.

5. That City staff monitor the financial consequences of development starting immediately and the City Manager report to Council quarterly on the adequacy of the residential development levy policy to cover the cost of residential growth.
6. That notwithstanding anything above, the applications to build senior citizens housing will be dealt with on the merits of the individual application.

ITEM 3

RECOMMENDED CHANGES TO THE DRAFT OFFICIAL PLAN

1. That By-law 674-76 be repealed, the following draft by-law be recommended for approval, and Section 1.1.1* be deleted and replaced accordingly:

1.1.1

CITY
APPROVAL

WHEREAS, pursuant to The Regional Municipality of Peel Act, S.O. 1973, c. 60, the former Towns of Port Credit and Streetsville were amalgamated and part of the former Town of Mississauga and part of the Town of Oakville were annexed thereto to form the City of Mississauga;

AND WHEREAS the City of Mississauga was further constituted a subsidiary planning area replacing the former planning areas of the Towns of Port Credit and Streetsville and parts of the Towns of Mississauga (formerly the Township of Toronto) and Oakville.

The Council of the Corporation of the City of Mississauga, in accordance with the provisions of The Planning Act, R.S.O. 1970, Chapter 349 (as amended) and The Regional Municipality of Peel Act, S.O. 1973, c. 60 (as amended), HEREBY ENACTS AS FOLLOWS:

1. The following are hereby repealed:
 - (a) The Official Plan of the former Town of Mississauga (formerly the Township of Toronto) Planning Area as it applies to that part

* All Section numbers refer to the Draft Official Plan of the City of Mississauga Subsidiary Planning Area dated December, 1976.

of the former Town of Mississauga which was annexed to the City of Mississauga on the first day of January, 1974 (approved by the Minister of Planning and Development on May 20, 1953, and subsequently amended).

- (b) The Official Plan of the former Town of Port Credit Planning Area (approved by the Minister of Municipal Affairs on May 20, 1969).
 - (c) The Official Plan of the former Town of Streetsville Planning Area (approved by the Minister of Municipal Affairs on April 12, 1965, and subsequently amended).
 - (d) The Official Plan of the former Town of Oakville Planning Area as it applies to that part of the former Town of Oakville which was annexed to the City of Mississauga on the first day of January, 1974 (approved by the Minister of Municipal Affairs on January 5, 1962, and subsequently amended).
- 2. The schedules and text attached hereto are hereby adopted as the Official Plan of the City of Mississauga Subsidiary Planning Area.
 - 3. The amendments to the former Official Plan of the Town of Mississauga Planning Area and the Town of Streetsville Planning Area hereinafter which are described are hereby re-adopted as Secondary Plans of the City of Mississauga Subsidiary Planning Area and are retitled as follows:

- (a) Amendment 151 (as amended by Amendments 159, 229, and 225) and Amendment 166 (as amended by Amendment 196) which are hereby retitled and combined to be known as the Cooksville/Munden Park Secondary Plan.
- (b) Amendment 156 (as amended by Amendments 163, 175, 256 and 262) which is hereby retitled and combined to be known as the West Erindale Secondary Plan.
- (c) Amendment 160 (as amended by Amendments 164, 178, 194, 200 and 263) which is hereby retitled and combined to be known as the North Dixie Secondary Plan.
- (d) Amendment 179 (as amended by Amendments 195, 212, 235, 243, 244 and 245) which is hereby retitled and combined to be known as the Malton Secondary Plan.
- (e) Amendment 216 which is hereby retitled to be known as the Mississauga Valleys Secondary Plan.
- (f) Amendment 225 which is hereby retitled to be known as the North-North Dixie Secondary Plan.
- (g) Amendment 241, 249, 266 and the relevant parts of Amendment 218 pertaining to Meadowvale West, which are hereby retitled and combined to be known as the Meadowvale West Secondary Plan.
- (h) Amendment 246 (as amended by Amendments 251, 265 and 270) which is hereby retitled and combined to be known as the Erin Mills South Secondary Plan.

- (i) Amendment 248 (as amended by Amendment 272) which is hereby retitled and combined to be known as the Clarkson-Lorne Park Secondary Plan (Lakeshore Area).
- (j) The Town of Streetsville Official Plan (as amended by Streetsville Amendments 1, 2, 3, 4, 6, 7, 8, 9, 10 and 11) and Town of Mississauga Amendment 218 pertaining to Meadowvale South, (as amended by Amendment 260) which are hereby retitled and combined to be known as the Streetsville Secondary Plan.

This Official Primary Plan will take precedence over Secondary Plans in the event of conflict between the policies and provisions contained in the re-adopted Secondary Plans. A further amendment to the Secondary Plan will be required to resolve the conflict in favour of the Primary Plan. Where repealed Secondary Plans are not re-adopted or where none exist, the Primary Plan will be used for the purpose of evaluating development applications.

- 4. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of the Official Plan of the City of Mississauga Subsidiary Planning Area.

READ A FIRST, SECOND AND THIRD TIME
AND FINALLY PASSED in Open Council
this day of 1978.

Mayor

Clerk

2. That Section 1.2 be deleted and replaced by the following:

1.2

PURPOSE OF
THE PLAN

This Official Plan sets out the intentions of the City of Mississauga with regard to growth, development, change, conservation, and preservation. On these matters, it sets down a framework for decision-making by City Council and a guide for all public and private agencies and for citizens.

By means of the strategies, policies, and guidelines contained in the text, this Plan provides a concept for the creation of an urban environment in accordance with the goals and objectives adopted by the City and forming a part of this document.

An important aspect of this Plan is the replacement of the former Official Plan of the Town of Mississauga including all amendments, the Official Plans of the former Towns of Streetsville and Port Credit, and the Official Plan of the former Town of Oakville as it applied to that part of the former Town of Oakville which became part of the City of Mississauga in 1974. Certain previous Official Plan Amendments, however, are re-adopted in accordance with Section 1.1.1.

Guidance is provided by this Official Plan for the provision of public works, actions of local boards and municipal departments, and the proposals of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning, and the means for controlling the pattern of growth so as not to exceed the City's capacity to provide a satisfactory environment and adequate standards of services and facilities.

When an Official Plan for the Regional Municipality of Peel, hereinafter referred to as the Region of Peel, has been prepared, it will deal with many factors outside the scope of the City of Mississauga Official Plan, and may necessitate a review of this document.

3. That Section 1.3 paragraphs 4, 5, 6 and 10 be deleted and replaced by the following:

1.3 EXPLANATION
OF OFFICIAL
PLAN STRUCTURE

Paragraph 4 be replaced by:

Section 3 contains Goals and Objectives which are the basis for the policies.

Paragraph 5 be replaced by:

Sections 4 and 5, Strategic Policies and Land Use Policies, respectively contain the major policy statements. Section 4 Strategic Policy outlines the long-term strategy for the development of the City, and interprets the Goals and Objectives. Section 5 Land Use Policies translates the long-term strategy into general land use policies for all of Mississauga, and into more specific guidelines for the preparation of new Secondary Plans and the revision of existing ones.

Paragraph 6 be replaced by:

Sections 6 and 7 provide the guidelines for Implementation and Interpretation of the policy statements. Section 6, Implementation, provides a more detailed statement of the program to be used to achieve the policies of the Official Plan;

guidelines for future Official Plan reviews and monitoring, establishment of Planning Districts, processing of development applications, public participation, and role of the City. Section 7, Interpretation, represents a general statement indicating the means by which the Plan is to be interpreted and of what it is comprised.

Paragraph 10 be replaced by:

The Appendices provide background information for interpretation and assistance in the implementation of policies, but are not part of the formally approved section of the Official Plan.

4. That Section 2.1 be deleted and replaced by the following Section 2.2 and subsequent sections be renumbered accordingly:

2.2

EXISTING
SITUATION

Mississauga is a rapidly growing municipality located west of and adjacent to Metropolitan Toronto in the Region of Peel as shown on Schedule 1, Location Plan. Its geographic location is a major factor affecting the past and future development of the City. Mississauga residents depend to a great extent on Metropolitan Toronto for commercial, cultural, recreational, employment, and other opportunities. Conversely, many of the jobs in Mississauga are filled by residents of Metropolitan Toronto. The Toronto International Airport (Malton) which serves both the whole of southern Ontario and the entire Metropolitan Area is located in Mississauga.

On January 1, 1974, the City of Mississauga was formed from the former Towns of Mississauga, Port Credit, and Streetsville plus a portion of the former Town of Oakville. The City of Mississauga does not have a strong identity as a City although

specific areas such as Port Credit, Streetsville, Cooksville, and Clarkson have an historical identity separate from the rest of the City. Recently, the establishment of the Square One commercial complex has provided a regional shopping facility and office development at Highway 10 and Burnhamthorpe Road, and although this may form the basis for a future Core Area and focus to the City, there is at present no identifiable Downtown Mississauga.

The City of Mississauga is one of the three municipalities that constitute the Region of Peel, which was also formed on January 1, 1974. The other municipalities are the city of Brampton and the Town of Caledon. The Region of Peel is striving to create an identity separate from Metropolitan Toronto and actions by the Region will aid the establishment of an identity for Mississauga.

The population of Mississauga has grown very rapidly in recent years, primarily as a result of immigration. From 1966 to 1976, the population of Mississauga increased from 107,851 to 246,766 or by an average of 14,000 people per year. This growth represented approximately 20 per cent of the growth of the entire Toronto Region. As the land area of Metropolitan Toronto is becoming fully developed, the growth of the Metropolitan area has spilled beyond the Metro boundaries to surrounding municipalities including Mississauga.

Growth in employment opportunities in Mississauga has not kept pace with population growth. The most complete and accurate employment data for the City is the 1971 Census data, and the 1976 Region of Peel Economic/Employment Study. In 1971, the resident labour force in Mississauga

outnumbered the number of jobs by approximately 12,000. Although the labour force in manufacturing and wholesaling (M & W) almost matched the number of manufacturing and wholesaling jobs available, the labour force in the retail service categories outnumbered the number of jobs available as shown on the following table.

TABLE 1

	<u>RESIDENT LABOUR FORCE</u>		<u>EMPLOYMENT OPPORTUNITIES</u>	
	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>
M & W	30,226	39.4	28,754	44.5
Retail	9,126	11.9	6,332	9.8
Service	<u>37,321</u>	<u>48.7</u>	<u>29,484</u>	<u>45.7</u>
TOTAL	76,673	100.0	64,570	100.0

In occupational terms, the greatest labour force/employment imbalance is in the managerial and professional categories where, in 1971, the labour force outnumbered the job opportunities by almost 7,000 people.

The labour force and employment imbalance has resulted in considerable commuting to and from jobs in Mississauga. Apart from the approximately 30,200 Mississauga residents who also worked in Mississauga in 1971, 30,400 workers commuted into Mississauga while 46,500 commuted from Mississauga to surrounding municipalities, primarily Metropolitan Toronto. This situation has created a heavy demand on transportation facilities, particularly on east-west linkages with Metropolitan Toronto.

Housing in Mississauga is primarily low-density family housing. Building permit records up to June 30, 1976, show a total of 84,300 units approved; 40 per cent were detached units, 16 per cent semi-detached units, 13 per cent multiple units, and 31 per cent apartment units. Condominium units accounted for 55 per cent of the multiple family units and 28 per cent of the apartment units. In 1976, there were 516 Ontario Housing Corporation senior citizen units in the City and approximately 260 rent supplement units housing senior citizens in private buildings.

Although Mississauga population has a preponderance of young families, the number of senior citizens is increasing in absolute numbers as the population increases generally.

The low density nature of development in Mississauga and, to some extent, its discontinuous and scattered form, necessitates that Mississauga residents rely primarily on auto transportation. Although there is direct GO commuter service on two lines between Mississauga and Toronto and an expanding Mississauga Transit System, in 1976 only 17 per cent of all trips in the afternoon peak hour were by transit.

In summary, Mississauga has become a City in name and in population size, but the development of other characteristics associated with cities has not occurred. Mississauga has no identifiable Core or downtown; it has a severe imbalance in the number and type of job opportunities in relation to its labour force, and it has scattered low-density development which is not conducive to the development of a stronger transit system. Without a downtown, Mississauga is attracting households with relatively high incomes and

occupations that do not correspond to local job opportunities, and the residents accommodated by these households tend to be Toronto-oriented and use Mississauga as a dormitory community.

This information concerning the basis for the Plan is provided so that future development policies can be justified and understood.

5. That Section 2.3.1, paragraph 2 be deleted and replaced by the following:

2.3.1

FEDERAL
GOVERNMENT

Some examples of Federal policies with direct impact on planning in Mississauga are those concerning the Toronto International Airport, Canadian National Railway, Canadian Pacific Railway, housing, and the location of Federal Government office space.

6. That Section 2.3.2, paragraphs 3 and 5 be deleted and replaced by the following:

2.3.2

PROVINCE OF
ONTARIO

Paragraph 3 be replaced by:

Regulatory authority is exercised primarily by the Ontario Municipal Board (OMB). All rezoning by-laws must be given approval by the OMB and all or part of plans of subdivision, Official Plans, or amendments thereto, may be referred to the OMB for approval. The Official Plan and all amendments thereto are given final approval by the Minister of Housing unless referred to the OMB.

Paragraph 5 be replaced by:

While Provincial regulatory authority exerts essentially a negative influence in that it

establishes what Mississauga may not do, Provincial planning authority provides a positive influence by establishing a frame of reference in which planning in Mississauga should take place. As far as Mississauga is concerned, the most important programs are those concerned with environmental planning, hydro, financial resources, transportation, land use, and housing policies.

7. That Section 2.3.2.1 Province of Ontario -- Servicing be deleted and the subsequent sections be renumbered accordingly.
8. That "Sanitary Sewer and Water Supply Facilities", Schedule 1, be relocated to Section 2.4.3, REGIONAL AUTHORITIES, renumbered Schedule 4 and retitled, "South Peel Sanitary Sewer and Water Supply Facilities", and further that the schedule be amended by terminating the west trunk sanitary sewer approximately one kilometer south of Highway 401, and terminating the west trunk watermain at the Thomas Street Pumping Station.
9. That the word "expressways" be deleted and replaced by the word "freeways" wherever it appears throughout the Official Plan.
10. That Section 2.3.2.3 paragraphs 2 and 3 be deleted and replaced by the following:

2.4.2.2 TRANSPORTA-
TION

Paragraph 2 be replaced by:

The Toronto Area Transit Operating Authority (TATOA) is responsible for the GO Transit rail (Lakeshore and Georgetown facilities) and bus commuter services which run through Mississauga, as well as the bus facilities which connect Mississauga to points beyond its boundaries.

Paragraph 3 be replaced by:

Planned improvements to the rail commuter system include the establishment of the Streetsville GO Line as well as new station facilities for the Lakeshore Line and increased capacity on both the Lakeshore and Georgetown Lines. Schedule 2
Provincial Transportation Facilities show:

the commuter rail and highway facilities within the jurisdiction of the Provincial Government.

11. That Schedule 2 "Provincial Transportation Facilities", be amended by the addition of the stations of the proposed Streetsville GO Line, the addition of the Long Branch station of the Lakeshore GO Line, and the addition of the possible stations of the Lakeshore GO Line.

12. That a new schedule, "Ontario Hydro Facilities", be added and numbered Schedule 3.

13. That renumbered Section 2.4.2.5 be added.

2.4.2.5 ENVIRONMENTAL
PLANNING

Approximately seventeen Provincial statutes establish the authority for various aspects of environmental planning at the Provincial level. Responsibility for the implementation of the majority of these acts lies with the Ministry of the Environment and the Ministry of Natural Resources. The Ministry of the Environment is principally concerned with pollution control. The Ministry of Natural Resources has a dual mandate: regulation of the development and management of natural resources (e.g. forestry, mining, and fisheries) and the protection of human life and property from natural hazards, such as lands susceptible to flooding.

14. That renumbered Section 2.4.2.6 be added.

2.4.2.6 ONTARIO
HYDRO

The City of Mississauga is traversed by a number of Ontario Hydro rights-of-way as shown on Schedule 3, Ontario Hydro Facilities.

15. That Section 2.3.3.1 be amended by the addition of the following statement to paragraph 1.

2.4.3.1 REGION OF
PEEL

In mid-1975 the Region of Peel receive Provincial authority for approving plans of subdivision. Prior to this time, in mid-1974, the Region was delegated the responsibility of monitoring consents and variances, including the responsibility of commenting to the Ontario Municipal Board on Restricted Area (Zoning) By-laws and Appeals.

The following paragraphs be added:

Further, in June 1977, the Region received authority to approve Plans of Condominium.

The Region of Peel, under agreement with the Ontario Ministry of the Environment, provides sanitary sewer, and potable water supply facilities to serve the South Peel Service Area which includes the City of Mississauga. These facilities presently include two major water pollution control plants and associated trunk sanitary sewer collection systems, and a water supply system consisting of water purification plant, reservoirs, elevated tanks, pumping stations, and trunk watermains, to be augmented in the future by a second water purification plant. The servicing systems are shown schematically on Schedule 4 South Peel Sanitary Sewer and Water Supply Facilities.

Both the location and capacity of water supply and sanitary sewer facilities constitute an important influence on development. These systems must be continually expanded to accommodate new development in the South Peel Service Area, and the Region of Peel is responsible for the planning data upon which the Ministry expansion plans are formulated. The Region of Peel has the total financial responsibility for the South Peel Service System.

16. That Section 3.1 be deleted and replaced by the following:

3.1 INTRODUCTION

This section outlines the goals and objectives which together represent the type of development Mississauga intends to encourage. Goals and objectives shall be considered collectively. Individual statements should be read in this context only and not individually.

Goals are here defined as ideal conditions expressed in terms of perfected situations towards which policies and strategies are directed. Objectives are elaborations of the goals, qualifying and clarifying their scope.

It is accepted that goals and objectives, by their inherent nature, represent expressions of general intent and, although expressed positively in many instances, they must not be interpreted as direct statements of policy. They are not intended to be applied directly either to any development or redevelopment proposal or to any specific situation but, rather, represent the basis for subsequent policy statements within this Plan. The complete attainment of all of the following goals and objectives may be impossible at any given time from a practical point of view and failure to meet or comply with all such goals and objectives should not necessarily be construed as failure to comply with the provisions of this Official Plan.

17. That Section 3.2.2.3 be deleted and replaced by the following:

3.2.2.3

To locate community facilities, including a City Hall, an area suitable for large open air gatherings and cultural facilities in the Core Area.

18. That Section 3.5.2.3 be deleted and replaced by the following:

3.5.2.3

To facilitate the provision of private and public housing which qualifies for financial assistance from the Federal and Provincial Governments, where considered advantageous to the City.

19. That Section 3.7 be deleted and replaced by the following:

3.7 COMMUNITY
SERVICES

3.7.1

GOAL

To enhance the quality of life for all residents of Mississauga by ensuring that the social development of the community (including health education, safety and welfare) is an integral component of the growth and development of the City.

3.7.2 OBJECTIVES

- 3.7.2.1 To ensure the development of a network of Community Services, distributed on a scale sufficient to meet the varying needs of individuals, families and groups within Mississauga and according to models most conducive to the integration, co-ordination and co-operation of community resources.
- 3.7.2.2 To ensure that planning for Community Services is an essential aspect of proposals for growth and development in the City.
- 3.7.2.3 To involve local citizens who make use of the Community Services in the planning, organization and delivery of these services.
- 3.7.2.4 To provide, through the planning process, locations for Community Services facilities.
- 3.7.2.5 To ensure that the siting of community facilities and services is consistent with the general pattern of growth and development in the City, and that principles of accessibility and efficiency be observed.

20. That Section 3.10 be deleted and replaced by the following:

3.10 PHYSICAL
SERVICES

- 3.10.1 GOAL To provide for the supply of adequate water, sanitary sewer, storm sewer, solid waste disposal services, and utilities to areas requiring these services.

21. That Section 4:1, paragraph 1 be deleted and replaced by the following

- 4.1 GENERAL
CONCEPT The Strategic Policy sets down the methods by which it is intended to achieve the goals and objectives and provides a framework within which the Land Use Policies are developed later in the Plan. A strategic policy is considered necessary in addition to

land use policies because the Plan proposes significant changes in the form and function of the City; e.g. - from a dormitory suburb to a relatively self-sufficient community with a strong core serving as a centre for the adjacent areas to the north and west.

The purpose of this section, then, is to outline the long term strategy for the development of the City of Mississauga towards the achievement of its goals and objectives. Although these strategic policies may have some spatial connotation, they are concerned primarily with the overall structure and identity of the City. Land use policies in Section 5, on the other hand, are related to the land use categories as designated on Schedule 11, to certain constraints and conditions pertaining to land use, and to guidelines for Secondary Plans.

Targets for 1986 have been established on the basis of a ten-year time frame, in the context of a longer term development strategy and an ultimate conceptual and urban structure as designated on Schedule 11. The targets for 1986 are intended to indicate the desired general direction and rate of future development and to provide a yardstick for measuring the achievement of the goals and objectives of the Plan. In other words, the strategic policies interpret the goals and objectives into a general framework and guide for the whole City, which is then translated into more specific land use policies. No targets have been set beyond 1986 because it is expected that conditions beyond local control will have changed to such an extent that detailed targets would be virtually meaningless.

The Strategic Policies of Section 4 and the Land Use Policies of Section 5 are inter-related and integral to the Plan.

22. That Section 4.2.2 be retitled PROPOSED STRUCTURE.
23. That Schedule 5, City Structure, be amended as follows, renumbered Schedule 7, and, referred directly to Council for consideration in conjunction with Schedule 9:
- (a) Dixie Industrial District be renamed Airport South Industrial District
 - (b) Meadowvale North be renamed Meadowvale North Business Park
 - (c) Meadowvale be renamed Meadowvale South Business Park
 - (d) the boundaries of the Dixie-Shorefront District and Port Credit District be amended in accordance with the boundaries for the Secondary Plan studies being carried out for these districts
 - (e) the boundaries of the Creditview District be amended in accordance with the boundaries of the proposed secondary plan
 - (f) the boundaries of the City Core Study Area be amended in accordance with the proposed Dundas and City Centre secondary plans
 - (g) the boundaries of Meadowvale Village be amended in accordance with the boundaries for the secondary plan studies being carried out for this district
24. That Section 4.3.2.4 be deleted and replaced by the following:
- | | | |
|---------|--------------------------|---|
| 4.3.2.4 | INDUSTRIAL
EMPLOYMENT | City Council will attempt to specifically encourage employment opportunities for the resident labour force. |
|---------|--------------------------|---|
25. That Section 4.3.4 be deleted and replaced by the following:
- | | | |
|-------|----------------------|---|
| 4.3.4 | RETAIL
COMMERCIAL | Mississauga will encourage the provision of sufficient retail facilities to meet the shopping demands of the residents of the City. Additional retail space will also be provided to serve the demands of the wider regional market of the City Centre.

The distribution of retail and associated uses will be supportive of the proposed city structure and provision will be made to protect and enhance Historical Commercial Centres. In addition, locations for special commercial uses will be considered. |
|-------|----------------------|---|

Studies will be conducted from time to time to monitor the current inventory of retail facilities within the City and to assess the demand for retail facilities.

26. That Section 4.3.5 be deleted and replaced by the following Section titled Offices.

4.3.5 OFFICES

4.3.5.1 DISTRIBUTION

Mississauga acknowledges the following office space targets as minima for achieving the balanced growth objectives of this Official Plan:

1986 550,000m² (5,920,000 sq.ft.)

Ultimate 1,400,00m² (15,069,000 sq.ft.)

A range of location types will be provided for the development of office space, based on the office development potential of various areas and on the compatibility of office uses with surrounding uses.

4.3.5.2 OFFICE CENTRES

a. City Core

The City Core will be the predominant office centre in the City and as such will be permitted to develop at higher densities than any other office centre. Development in the Core will be subject to detailed Secondary Plan policies.

b. Erin Mills Centre

Office development will be permitted in this centre subject to the preparation of a detailed Secondary Plan outlining the boundaries of the area to be developed for office uses. The Secondary Plan policies for this District will encourage the development of approximately one-third of the targets for the City Core Area.

c. Intermediate Office Centres

Intermediate Office Centres will be permitted in the following areas:

- Meadowvale South Business Park - Prestige Industrial Area
- Meadowvale North Business Park - Prestige Industrial Area
- Britannia - Prestige Industrial Area
- Sheridan Park - Prestige Industrial Area
- Port Credit - District Commercial Area
- Dundas - District Commercial Area
- South Dixie - Industrial Area adjacent to GO Station
- Airport Road - Prestige Industrial and Commercial District

Development of offices in Intermediate Office Centres will be encouraged to the extent it can be demonstrated that:

- there is adequate transit and highway access;
- the scale of office development does not adversely affect uses in the surrounding area;
- a secondary or tertiary plan defining the scale of office development permitted in each Intermediate Office Centre and outlining the boundaries of the area to be developed for offices may be required prior to approval of any office development.

d. Other Office Centres

Small concentrations of office uses complementing the predominant land use and not exceeding a Floor Area Ratio of 1.0 may be permitted in Prestige Industrial areas not included in Section 4.3.5.2.c the north west quadrant of Southdown Road and Lakeshore Road West and, in or adjacent to any District Commercial Centre. In no case will the office use be allowed to become the predominant use in any of these areas.

Office development in excess of 25,000m² (269,000 sq.ft.) in the case of Prestige Industrial area, or 10,000m² (107,000 sq.ft.) in the case of District Commercial Centres, will require the preparation of a Master Plan for the approval of Council outlining:

- the scale of office development proposed in the area;
- the boundaries of the area to be developed for offices;
- the impact of the proposed uses on the local road network;
- the availability of public transit
- the existence of adequate hard and soft services;
- the impact of the proposed uses on adjacent land uses; and
- areas adjacent to GO Stations.

27. That Section 4.5.2.1 be deleted and replaced by the following:
- 4.5.2.1

Increased use of public transit services especially for journey-to-work trips will be actively promoted based on the following guidelines:

Year	Transit Modal Split Guidelines (per cent p.m. peak hour)
1981	20
1986	30

28. That Section 4.5.2.5 be added
- 4.5.2.5

In the planning and construction of transportation facilities in the City, Mississauga will attempt to provide a high degree of intra-Regional accessibility, particularly with respect to transportation facilities

32. That Section 4.5.3.1 sub-section h be deleted and replaced by the following:

4.5.3.1

- h. Mississauga will plan on the basis that the Province of Ontario will design and construct the Highway 427 extension so as to provide good freeway access to that part of the Airport Road Industrial District south of Derry Road, north of the Canadian National Railway.

33. That Section 4.5.3.1 be amended by the addition of the following new sub-section j and the remainder of the sub-sections renumbered accordingly:

4.5.3.1

- j. Mississauga recognizes that several of the major collector roadways indicated on Schedule 8 traverse established residential areas, and may provide direct access to schools and residences, or may exhibit special characteristics which merit preservation. In these cases, no major changes to the roadway will be undertaken, except possibly minor channelization, reconstruction, bus bay construction, and improvements of a similar nature. Specifically, the roadways to be considered in this way include:

- Truscott Drive
- Lorne Park Road (Truscott Drive to Indian Road)
- Indian Road
- Mineola Road (Huron Street to Mineola Gardens)
- Mineola Gardens
- Atwater Avenue (Mineola Gardens to Ogden Avenue)
- Ogden Avenue
- Morning Star Drive

34. That Section 4.5.3.1 sub-section j be deleted and replaced by the following and renumbered k.

4.5.3.1

- k. Lakeshore Road through the Clarkson Business District and the Port Credit District will not be built in excess of four lanes, excluding turning

lanes and bus bays, unless it can be demonstrated that additional lanes will not result in a major deterioration of the neighbouring residential or commercial environment. The implementation of such major roadway modifications will also require an amendment to this Official Plan.

35. That Section 4.5.3.2 be amended by the addition of the following:

4.5.3.2

PUBLIC
TRANSIT

f. Mississauga will plan on the basis that the ICTS line in the Burnhamthorpe Road Corridor can and will be extended in a suitable fashion to connect with the Bloor/Danforth Subway or an ICTS facility in the Eglinton Avenue Corridor in Metropolitan Toronto, preferably the latter. In this regard, Mississauga recognizes the need for close cooperation with Metropolitan Toronto, the Borough of Etobicoke, the Toronto Transit Commission, the Toronto Area Transit Operating Authority, the Region of Peel, the Ministry of Transportation and Communications, and other pertinent agencies. Prior to the programming of construction of the Burnhamthorpe Road East ICTS link, an amendment to this Official Plan will be required.

g. Walkways from connecting residential areas to major collectors and/or arterials which form their boundaries should be incorporated into the design of such areas to maintain walking distances to transit stops or stations within acceptable limits.

36. That Table 1 be deleted and replaced by Schedule 9, Designated Right-of-Way Widths, and that Schedule 9 include the following notes:

1. "Designated right-of-way widths" are considered the basic, required rights-of-way along roadway sections. At inter-section grade separations or major topographical features, wider rights-of-way may be required in order to accommodate bus bays, auxilliary lanes, side slopes, etc.

2. These rights-of-way widths are intended to accommodate the intermediate capacity transit system shown schematically on Schedule 9, as well as automobile truck and other vehicular movements. However, along major transit corridors, a portion of the roadway surface may, in time, be set aside for exclusive use by the transit system.
 3. While it is intended that this schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
 4. "Designated right-of-way widths" of Regional Roads are shown as set out in Schedule A of the Regional Municipality of Peel By-law Number 217-77 passed by Regional Council December 15, 1977.
37. That Schedule 6 be amended in the following manner, and re-numbered schedule 8.
- (a) That a link between Britannia Road and the North Industrial Road be added and designated as a major collector.
 - (b) That the Mavis Extension north of Eglinton Avenue be deleted and that Second Line West be re-classified as an arterial.
 - (c) That the conceptual realignment of Second Line West in the Meadowvale Village area be added.
 - (d) That Finch Avenue be eliminated from the transportation network and that the right-of-way be designated open space.
 - (e) That the Queensway West designation as a major roadway between Mavis Road and Erin Mills Parkway be deleted and that no additional lands be taken to widen the existing right-of-way width for the aforementioned section of Queensway West.
 - (f) That the designation of the Highway 403 arterial extension from Cawthra Road to the east City boundary be changed to arterial and swing north on the east side of Dixie Road to meet Eglinton Avenue and further that the major collector designation be maintained from Dixie Road easterly.
 - (g) That the realignment of Derry Road in the vicinity of Mississauga Road and Meadowvale Village be shown.
 - (h) That the Goreway extension south of Derry Road be added as a major collector.
 - (i) That Mineola/Atwater be added as a major collector and further that no provision be made for an extension of these roadways across the Credit River (refer Section 4.5.3.1 (i)).
 - j. That Indian Road/Truscott Drive be added as a major collector (refer Section 4.5.3.1 (i)).

- (k) That Ogden Avenue be added as a major collector (refer Section 4.5.3.1 (i)).
- (l) That Central Parkway West be extended westerly to link with Creditview Road and be designated as a major collector.
- (m) That Rathburn be extended westerly through the Creditview District to form a "T" intersection with Creditview Road and be designated as a major collector.
- (n) That Wolfedale Road be deleted as a major collector.
- (o) That Quenippon Drive be added as a major collector.
- (p) That Aquitaine Avenue be added as a major collector.
- (q) That Battleford Road west of Winston Churchill Boulevard be realigned southerly.
- (r) That McCaugherty Road from Queen Street to Creditview Road be deleted as a major collector.
- (s) That the South Service Road over the Credit River be deleted.
- (t) That Britannia Road East from Second Line East to Fourth Line East be added as a major collector.
- (u) That Britannia Road East from Highway 10 to First Line East be added as a major collector.
- (v) That Creditview Road be extended northerly to the City boundary and designated as a major collector.
- (w) That Tomken Road from Dundas Street East to Burnhamthorpe Road not be designated as a major collector but that the portion of Tomken Road north of Burnhamthorpe to the northern boundary of the City be designated as a major collector.
- (x) That the Parkway Belt Intermediate Capacity Transit System be deleted and that the ICTS designation along Burnhamthorpe Road be added subject to the Official Plan Amendment requirement as stated in Section 4.5.3.2 a.
- (y) That Argentia Road between Mississauga Road and Creditview Road be deleted as a major collector.
- (z) That existing stations on commuter rail lines be shown as solid coloured circles and that the Lorne Park and Cawthra stations be shown as "proposed station locations" which will be further defined in the Glossary.

- (aa) That existing commuter rail lines be shown in solid lines and proposed commuter rail lines be indicated in dashed lines.
 - (bb) That the station locations on the Streetsville GO Line be shown as "proposed station locations" which will be as indicated above further defined in the Glossary.
 - (cc) That Morning Star Drive be added as a major collector.
 - (dd) That Drew Road be added as a major collector.
 - (ee) That Mississauga Road from Lakeshore Road East to Highway 403 be designated as a scenic route.
 - (ff) That the Toronto International Airport/Malton ICTS link be deleted.
38. That Section 4.5.3.7 sub-section c be deleted and replaced by the following:
- 4.5.3.7 RAIL c. Mississauga will cooperate with the appropriate authorities to provide adequate provision for safety in the planning, design and operation of all rail facilities.
39. That Section 4.5.3.8 subsection a be deleted and replaced by the following:
- 4.5.3.8 MARINE a. The maintenance and further development of waterfront facilities for boating activities be encouraged.
40. That Section 4.5.3.8 subsection b be deleted and replaced by the following:
- 4.5.3.8 MARINE b. Any major floating structure proposed to be located in any navigable waterway or harbour and not registered as a water craft with the appropriate Federal authority, or permanently affixed to the shore, will be considered a special development by Mississauga and subject to approval by the City of Mississauga. Requirements for such approval will be determined by the City of Mississauga.

41. That Section 4.5.3.9 sub-section c be deleted and replaced by the following:

4.5.3.9 AIR c. Mississauga will work with the appropriate authorities to ensure that the transportation network and land use pattern will be planned, designed, and constructed on the basis that there will be no expansion beyond the existing runway and two-terminal configuration at Toronto International Airport. More specifically, it will be understood that no additional passenger or freight handling facilities will be constructed west of the existing Runway 14/32.

42. That Section 4.6.1.9 be deleted and replaced by the following:

4.6.1.9 A park containing major recreational and sport facilities serving an area greater than the City of Mississauga, will be established so that it is easily accessible to the population of Mississauga.

43. That Section 4.7 be retitled ENVIRONMENTAL PLANNING.

44. That Section 4.7.1 paragraph 1 be deleted and replaced by the following:

4.7.1 INTRODUCTION Environmental planning in Ontario is primarily the responsibility of the Provincial Government, through the Ministry of the Environment, the Ministry of Natural Resources, and the Conservation Authorities. A number of Provincial statutes establish the authority for environmental planning, the most important of which are The Conservation Authorities Act, The Environmental Protection Act, The Environmental Assessment Act, and The Planning Act.

45. That Section 4.7.2.1 be deleted and replaced by the following:

4.7.2.1 Mississauga will recognize as one of the bases for environmental planning adjacent to watercourses and Lake Ontario, the flood line and associated hazard lands identified from time to time by the Halton Region, Credit Valley and Metropolitan Toronto and Region Conservation Authorities.

46. That Section 4.7.2.2 be amended by the addition of the following:

4.7.2.2

- c. The construction of buildings or structures or the creation of lots intended for building purposes will not be permitted within lands susceptible to flooding except where buildings or structures are intended for flood and erosion control and meet the mutual requirements of Mississauga and the Conservation Authority having jurisdiction. Existing buildings or structures may be recognized as conforming uses in the Restricted Area (Zoning) By-law, providing the mutual requirements of Mississauga and the Conservation Authority having jurisdiction are met.
- d. Development adjacent to steep slopes or watercourse valleys will be restricted to a setback from the top of the bank and/or the established stable slope line. The setback will reflect the degree of inherent hazard to persons and property and will satisfy the mutual requirements of Mississauga and the Conservation Authority having jurisdiction. Lands below the established stable slope line or top-of-bank shall be required to be conveyed to the authority having jurisdiction, where appropriate.

47. That Section 4.7.3 be deleted and replaced by the following:

4.7.3

RUNOFF
CONTROL

Guidelines will be established in co-operation with the appropriate public agencies to regulate and minimize, where feasible the rate of flow of surface run-off from new developments.

48. That Section 4.7.4.1 be amended by the addition of the following:

4.7.4.1

- g. establishing a Mississauga Forest, which will also incorporate interesting vistas.

49. That Section 4.7.5.1 be deleted and replaced by the following:

4.7.5.1

Programs for preserving and maintaining the natural condition and functions of those watercourses, forested areas, steep slopes, and wetlands which have a high level of environmental significance and ecological sensitivity shall be established and implemented with the cooperation of the appropriate public and private agencies.

50. That Section 4.8 up to and including 4.8.12.4 be deleted and replaced by the following and subsequent sections renumbered accordingly:

4.8

COMMUNITY
SERVICES

4.8.1

INTRODUCTION

The term "Community Services" has been used in reference to those activities which have traditionally been known as "the soft services". Included within this concept are such areas as education, health, social services, parks and recreation, libraries, fire and police protection. The designation of all these resources by one term is to suggest that no longer can they be viewed as separate entities within a community; rather they must be seen as essentially related activities responding to the complex mix of individual and group needs. Similarly, in recognizing that the Official Plan must address the physical, economic and social characteristics and potential of the City, it points to the interrelatedness of social policy within the more traditional elements of the planning process.

Community Services are offered in a variety of settings ranging from localized-neighbourhood delivery (such as fire protection) to regional and national delivery systems (such as Hospitals, the Canada Pension Plan). Similarly, the agents of Community Services delivery range from private corporations, voluntary agencies, local boards and councils, to Regional, Provincial and Federal Governments.

For the purposes of the Official Plan, the concern is with services that are provided to meet local needs and/or services that are offered at, or close to, the neighbourhood level. For this reason, and in consideration of the need to relate services and service delivery to the specific planning proposals of the City, this Plan adopts the term "Community Services".

Responsibility for the provision of Community Services involves Mississauga and a number of government and chairable agencies. Rapid population growth and changing trends in life styles makes it necessary for Mississauga to play a major part in identifying areas of need and in ensuring the planning and delivery of Community Services in response to and in anticipation of these needs.

This section outlines the principles and policies which Mississauga considers appropriate as the basis of planning and delivery of Community Services. This is then followed by policies which apply to particular services. In addition, Mississauga recognizes that the most appropriate level at which the city can identify and respond to community services needs is through the Secondary Plan Process. As such, the services policies are designed to provide a framework for identifying needs and planning services in conjunction with the development of Secondary Plans.

Taken together, the policies and procedures in this section can provide a Community Services Plan for the City of Mississauga.

4.8.2 PRINCIPLES

4.8.2.1

The General Principles used in the evolution of policies regarding Community Services are as follows:

- a. The responsibility for developing and implementing programs and facilities for the education, health, protection and social well-being of the residents of the City is shared with government departments at the Regional, Provincial and Federal levels as well as with private and voluntary agencies, councils, and boards.
- b. The most effective use of resources in guiding the operation and location of Community Services involves:
 - i) the shared use of the existing resources of the community for the achievement of individual and collective well-being;
 - ii) the development of multi-use facilities for the delivery of related services (e.g. libraries and information centres);
 - iii) the location of services and facilities central to the population to be served and accessible by a variety of modes of transportation (private, public, open space, walkways); and,
 - iv) access to community services by children, handicapped, elderly, people working irregular hours, and those with other special needs.

- c. Community Services are designed to enhance the quality of life of the community and its residents. As such, a general principle is that services should only be provided such that the general character of the community is maintained or enhanced.

- 4.8.2.2 Mississauga recognizes that an integral part of the Community Service function is the prevention of conditions which create the need for remedial services.
- 4.8.2.3 Mississauga will encourage individuals and citizen groups to become involved in the planning, monitoring and delivery of Community Services.
- 4.8.2.4 Mississauga, in conjunction with the Region, will continually re-evaluate Community Service programs in relation to City-wide and neighbourhood priorities.
- 4.8.2.5 Mississauga regards Community Services as being of similar importance as hard services.
- 4.8.2.6 Mississauga will endeavour to ensure that citizens are well informed of the availability of Community Services.
- 4.8.2.7 Mississauga will encourage the development of integrated Community Services at the neighbourhood and district levels.
- 4.8.2.8 Mississauga will particularly encourage the provision of adequate Community Services to: the elderly; the young; the physically and mentally restricted; the alcohol and drug dependent; chronically unemployed; the working poor; and others who are impeded from fully participating in the social and economic life of the community.

4.8.3 STRATEGIC
POLICIES

4.8.3.1

Mississauga will encourage in conjunction with the Region of Peel, and appropriate Provincial and volunteer agencies, the completion of an inventory of existing community services in the City and identify external facilities used by the residents of Mississauga. Such inventory shall form the basis of the identification of need, gaps and shortfall of services, and shall be used as background to the development of Secondary Plans.

4.8.3.2

Mississauga, in conjunction with the Region of Peel, and appropriate agencies shall continue to update the Community Services Inventory in light of emerging needs and new development, conduct appropriate research on social conditions in the City, and recommend strategies for dealing with these issues. In order to do this, Mississauga shall:

- a. support the development of a community social planning staff capability commensurate with the financial ability of the City;
- b. support and encourage the involvement of community services agencies in the review of services and needs, on an ongoing basis; and,
- c. request the Region of Peel to provide staff support and resources to this process on an ongoing basis.

4.8.3.3

In support of policy 4.8.3.2, Mississauga will request the Region of Peel to initiate a process whereby the cooperation of agencies involved in planning and delivery of community services can be achieved. Such cooperation should include research, policy development and information exchange on social conditions. Mississauga shall be involved in this

process through the various departments of the City (Fire, Recreation and Parks, Planning, Libraries).

4.8.3.4

All development proposals and reports dealing with development proposals shall include an assessment of social factors and such development proposals shall be assessed in terms of their social impact on the immediate surrounding area and the City in general. This shall be deemed to include development proposals in new, as well as existing, communities.

4.8.3.5

Mississauga shall establish guidelines and criteria for providing financial assistance to voluntary social and community service organizations where such funding is authorized by enabling legislation. Such agencies will also be assisted in identifying other sources of funding available through Federal, Provincial and Regional Programs.

4.8.3.6

Mississauga shall participate in the preparation of studies, in co-operation with community service agencies, to identify specific Community Service needs in the City, and the means for satisfying these needs.

4.8.3.7

Mississauga shall designate land to allow the future development of facilities for community services where the need has been determined.

4.8.3.8

It is understood, that Mississauga shares the responsibility for providing Community Services with a variety of public, quasi-public, private and volunteer agencies. The development of the Community Services Inventory and the continual assessment of emerging issues and trends is therefore to be a cooperative arrangement. Mississauga supports this process and will, in the Secondary Plans, identify criteria for the location and kinds of services necessary. While there

will be a cooperative process in identifying existing services and assessing need, Mississauga recognizes that the responsibility for the delivery of many community services is beyond the City's legislative mandate. As such, the City shall request the responsible agencies to plan for the effective delivery of community services in Mississauga.

4.8.3.9

In the preparation of Secondary Plans, Mississauga will utilize the Community Services Inventory as background information and shall request the active participation of the appropriate agencies in developing criteria and strategies for Community Services in each area, and the City in general.

4.8.4 COMMUNITY
 INFORMATION
 SERVICES

4.8.4.1

Mississauga, in consultation with volunteer agencies, the Ministry of Culture and Recreation and the Mississauga Library Board, will evaluate the desirability of establishing an adequate City-wide information service within the library system.

4.8.4.2

Mississauga shall request the Province of Ontario to amend existing legislation to permit public libraries to receive grants to assist in the provision of information centres.

4.8.5 LIBRARY
 SERVICES

4.8.5.1

Mississauga shall provide library services to meet the needs of a rapidly growing urban population.

The needs for such services will emerge through the Community Services Inventory and strategies for the provision of these services shall be deemed to be included in the development of Secondary Plans.

4.8.5.2

The need for, and criteria for the location and size of, library facilities shall be developed in the process of preparing Secondary Plans.

4.8.5.3

Mississauga views the library system as an important community service and resource and shall:

- a. encourage the establishment, where deemed necessary, of information services as a major function of the library; (section 4.8.4.1)
- b. provide for community use of space and resources;
- c. participate, through the library, in community programs initiated and sponsored by community groups.

4.8.5.4

Mississauga shall give priority to the construction of a Central Library in the City Core.

4.8.6

EDUCATION

4.8.6.1

Mississauga shall request that the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board participate in the Community Services Inventory on an on-going basis.

4.8.6.2

Mississauga shall, in conjunction with the School Boards, ensure that in the location of elementary schools, priority be given to sites which are close to neighbourhood centres, adjacent to neighbourhood parks and readily accessible by pedestrian and bicycle path facilities, so as to focus Neighbourhood activities.

4.8.6.3

Mississauga shall, in conjunction with the School Boards, ensure that in the location of secondary schools, priority be given to sites which are close to district parks and readily accessible by public transit, pedestrian and bicycle path facilities.

4.8.6.4

The use of educational facilities for the provision of community services shall be encouraged.

4.8.6.5

Mississauga supports the Community School concept as outlined by the Ministry of Education and encourages the school boards in conjunction with other appropriate agencies and citizen organizations to continue to develop the community school programs in response to local need.

4.8.7 CHILDREN'S
SERVICES

4.8.7.1

Mississauga in conjunction with the Region of Peel and appropriate agencies shall, as part of the Community Services Inventory, undertake a continual review of the need for and availability of children's services in the City.

4.8.7.2

The development of Municipal, Private or Co-operative Daycare facilities shall be considered in the preparation of Secondary Plans. Secondary Plans will identify any deficiencies in the area and identify the type of service which will best satisfy the needs of the area.

4.8.7.3

Criteria for the type, size and location of daycare services shall be developed in the process of preparing Secondary Plans. Such criteria shall recognize the following principles in addition to the general principles outlined in Section 4.8.2.

- a. integration into the neighbourhood;
- b. convenience to public transit;
- c. integration of handicapped and non-handicapped children;
- d. proximity to open space and other community facilities.

4.8.8 GROUP HOMES

4.8.8.1

Mississauga, in conjunction with the Region and appropriate agencies shall, as part of the Community Services Inventory, assess the need for Group Homes within the City.

4.8.8.2

The priority, location and criteria for the development of Group Homes shall be considered in the development of Secondary Plans.

4.8.8.3

Mississauga, in conjunction with the Region of Peel and appropriate agencies shall continue to investigate the need for and provision of emergency housing facilities.

4.8.9 INCOME SUPPORT

4.8.9.1

Mississauga shall request the responsible agencies to review and assess the needs of low-income individuals and groups in the City.

4.8.9.2

Mississauga supports the Region of Peel in its efforts to develop programs that assist the individual in gaining, maintaining or re-gaining a sense of personal integrity and dignity.

4.8.10 SERVICES TO
SENIORS

4.8.10.1

Mississauga, in conjunction with the Region of Peel shall, as part of the Community Services Inventory, undertake a continual review of the need for and availability of accommodation and services for the aged.

4.8.10.2

Secondary Plans will identify deficiencies in the provision of senior citizen housing and the types and location of housing which will satisfy the needs of senior citizens in a district.

4.8.10.3

Mississauga supports the development of Senior Citizen Housing, both moderate and rent-geared-to-income, through the Regional Non-Profit Housing Corporation, and programs of the Provincial Government.

4.8.10.4

Mississauga shall encourage the appropriate agencies to continue to develop community support services (such as meals-on-wheels, visiting nurses programs, etc.) that enable senior citizens to remain independent and in their home setting.

4.8.11 SERVICES TO
THE DISABLED

4.8.11.1

The special needs of Disabled Persons in the City of Mississauga shall be identified and strategies for developing programs and facilities shall be evolved through the formation of a joint task force consisting of the City, the Region and any association or agency dealing with problems of the disabled to investigate the current situation with respect to the needs of Disabled Persons in Mississauga.

4.8.11.2

The joint task force findings shall be considered as part of the Inventory of Community Services and shall be included as information/recommendations in the development of Secondary Plans.

4.8.11.3

Mississauga will encourage the Regional Government to make provisions for accommodation of handicapped persons through the Regional Non-Profit Housing Corporation.

4.8.12 SPECIAL
COMMUNITY
SERVICES

4.8.12.1

Mississauga encourages special community services such as Legal Aid, Addiction Research and Alcoholics Anonymous.

4.8.12.3

Secondary Plans shall identify the need for special community services and make provisions for the location of these services.

4.8.13 HEALTH CARE

4.8.13.1

Mississauga supports the Peel District Health Council and shall promote community health centres as primary links in the health care system.

51. That Section 4.8.13.1 be deleted and replaced by the following:

4.8.14.1

The location of fire protection facilities will be determined in consultation with the Fire Department and the Region of Peel.

52. That Section 4.9.2.2 sub-section a be deleted and replaced by the following:

4.9.2.2

POLICIES a.

Appropriate storm sewer facilities will be installed and maintained to serve the developed areas, with due regard to the need to protect creek and river areas and adjacent land uses from any possible destructive effects of storm water runoff.

53. That Section 4.9.2.2 sub-section c be deleted and replaced by the following:

4.9.2.2

POLICIES c.

Storm Management Studies will have been carried out prior to development to assess the impact of proposals on downstream flooding and erosion.

54. That Section 4.9.3.1 be deleted and replaced by the following:

4.9.3.1 INTRODUCTION

Sanitary sewer services are the responsibility of the Region of Peel, and are implemented in part through agreements with the Province. Two major water pollution control plants are located in the City near Lake Ontario, and treat sewage collected from the South Peel Service Area which includes the Cities of Mississauga and Brampton. These plants, Lakeview and Clarkson, will periodically require expansion as new development continues.

Similarly, the Etobicoke Creek (East Peel) trunk from the Lakeview water control plant, and the Credit River (West Peel) trunk from the Clarkson water pollution control plant will also require substantial duplication in the future.

55. That Section 4.9.3.2 sub-section b be deleted and replaced by the following:

4.9.3.2 POLICIES b. The design and capacity of sewers to be constructed will provide for the extension of sanitary sewer facilities in all developed areas served by septic tanks.

56. That Section 4.9.4 be deleted and replaced by the following:

4.9.4 WATER SUPPLY

4.9.4.1 INTRODUCTION

A potable water supply is the responsibility of the Region of Peel, and is being implemented in part through agreements with the Province. A system of trunk feeder mains, storage reservoirs, and pumping stations has been constructed and will be expanded to distribute potable water from the Lakeview Purification Plant and in the future from the Lorne Park Water Purification Plant, throughout the South Peel Service Area which includes the Cities of Mississauga and Brampton.

By agreement, water is supplied at service pressure to various supply points along the South Peel System. From these supply points, the water is distributed through Region of Peel sub-trunk mains to the local distribution system. Both the supply works and subtrunk network will periodically require expansion as new development continues.

4.9.4.2

POLICIES

Mississauga requests that the Region of Peel adopt the following long range policies:

- a. That appropriate water purification supply facilities and distribution works be installed and maintained to adequately serve the City's developed, as well as developing areas;
- b. that the design and capacity of piped water facilities provide for the extension of water supply to areas now being served by individual wells;
- c. that the staging of construction of the water supply and distribution system be based on the staging of development;
- d. that the design of water supply and distribution facilities be based on the ultimate patterns of development within the various supply areas.

57. That Section 4.9.7 be deleted and replaced by the following:

4.9.7

WASTE
MANAGEMENT

4.9.7.1

The establishment and operation of a sanitary landfill site for the disposal of solid waste will be permitted in Mississauga subject to the following policies:

- a. The site will be no greater than ⁺⁸³ hectares (205 acres) and will be located as shown symbolically on Schedule 11 (parts of Lots 3, 4, and 5, Concession III, W.H.S.).
- b. Sanitary landfill operations on the site will be limited to a maximum of 12 years.
- c. Following the completion of landfill operations, the site shall be rehabilitated for public purposes to the satisfaction of the Region of Peel and the City of Mississauga.

- d. The site will be planned, designed, operated and maintained to the satisfaction of the Region of Peel and the City of Mississauga in such a way as to ensure compatibility with adjacent, existing and future land uses and to ensure minimal adverse impact on the natural environment.
- e. No other sites for sanitary landfill purposes will be designated in Mississauga until the Region, in consultation with the City, has prepared satisfactory long-term plans, policies and programs for waste management facilities which will determine, among other things, available specific sites in areas within Peel Region other than Mississauga.
- f. The establishment and operation of facilities for hauled liquid industrial waste/hazard waste will not be permitted in sanitary landfill sites in Mississauga.

4.9.7.2

The establishment and operation of facilities for hauled liquid industrial waste/hazard waste, transfer stations and waste processing plants will be subject to the following policies:

- a. The location and operation of such facilities will require the approval of the Ontario Ministry of the Environment including licensing under the appropriate section of The Environmental Protection Act as well as an amendment to the Official Plan and Restricted Area (Zoning) By-law.
- b. The need for such facilities to serve the City of Mississauga and the extent to which they would serve areas outside the City of Mississauga will be clearly established.

- c. Such facilities may be permitted only in lands designated for General Industrial or Heavy Industrial.
 - d. The sites for such facilities will be planned, designed, operated and maintained to the satisfaction of the Region of Peel and the City of Mississauga in such a way as to ensure compatibility with adjacent, existing and future land uses and to ensure minimal adverse impact on the man-made and natural environment.
58. That Section 4.10.10 be deleted and the subsequent sections renumbered accordingly:
59. That Section 4.11 and the related Schedule 8 Phasing be deleted and replaced by the following.

4.11 PHASING

4.11.1 INTRODUCTION

The phasing policies are established to provide guidelines concerning the sequence and timing of development. Projections of population growth and development goals for Mississauga are approximations only.

4.11.2 RATE OF GROWTH
POLICIES

4.11.2.1 GENERAL

The rate of growth in Mississauga will be such that the population of Mississauga in 1986 will be approximately 395,000, and employment opportunities within Mississauga will be approximately 200,000. Population growth will not be limited to conform to this figure, provided a balance is maintained between population and employment.

This rate of growth will be reviewed on the basis of changes to subsidy policies and ceilings of other levels of government, economic conditions, and the financial ability of Mississauga to maintain an acceptable level of hard and soft services, as well as agreement by neighbouring municipalities to accommodate increased transportation demands.

4.11.2.2 MONITORING

Mississauga will monitor annually:

- a. the rate and characteristics of development to determine whether adjustments are required to rate of growth policies for economic or social reasons;
- b. the balance between the residential work force and employment opportunities in Mississauga;
- c.

That further consideration of this sub-section be deferred pending a report from the Commissioner of Finance with respect to monitoring.

4.11.2.3

TARGETS
FOR 1986

d. the type and amount of the housing stock

A review of Official Plan policies will be undertaken if it does not appear that the following targets for 1986 will be realized:

- a. Employment in Manufacturing 82,000
Employment in Retail 24,000
Employment in Service 94,000
Total Employment 200,000
- b. Office floor space in 450 000 m²
the City Core (4,840,000 sq.ft.)
Office floor space in 110 000 m²
Other Locations (1,180,000 sq.ft.)
Total Office Floor 560 000 m²
Space (6,020,000 sq.ft.)
- c. Low Density Housing 59,100 dwelling
units
Medium Density Housing 27,700 dwelling
units
High Density Housing 45,000 dwelling
units
- d. The construction of 3,000 rental
dwelling units
- e. The construction of 1,600 senior
citizen dwelling units.

4.11.3

GENERAL
POLICIES

4.11.3.1

PIPED
SERVICES

Development of industrial and residential areas will not be permitted unless provision has been made for storm drainage, sanitary sewerage and water supply facilities. This includes provision for the servicing requirements and constraints of both upstream and downstream areas.

4.11.3.2 TRANSPORTATION
RIGHTS-OF-WAY

Development of both industrial and residential districts will not be permitted unless provision has been made for the dedication of appropriate transportation rights-of-way as identified schematically on Schedule 9 or as identified in the Secondary Plan for the District.

4.11.3.3 RESIDENTIAL
DISTRICTS

Residential Districts will be allowed to develop in increments of approximately 25,000 people or other population increments which allow the need for community services to be efficiently satisfied.

4.11.3.4 OFFICE
DEVELOPMENT

Encouragement will be given to the location of office developments in the City Core.

4.11.3.5 INFILLING
AND
DEVELOPMENT

Priority will be given to infilling and redevelopment within areas already partially developed.

4.11.3.6 CITY CORE

Development of the City Core will be encouraged at a rate and in a manner which is compatible with its role as a major employment and retail service centre and its role as the major concentration of activity in Mississauga.

4.11.3.7 PHASING
PROGRAM

Prior to allowing residential development in districts for which there are no secondary plans, the City will evaluate the relative merits of the lands in such districts, and will adopt a Phasing Program setting down the sequence in which those districts will be released for the preparation of Secondary Plans.

The Phasing Program will be in conformity with the goals, objectives, and foregoing policies related to phasing, and will take account of the following criteria:

a. Support to Core:

Districts which, by their location are most supportive of the early development of the City Core Area.

b. Efficiency of Transit Service:

Districts which promote increased transit usage at the lowest incremental operating and capital costs, particularly in those corridors which ultimately should serve transit-oriented development.

c. Community Identity and Completeness

A sense of community identity and relationship to the whole City, the minimizing of incomplete communities, and the rounding out or infilling of existing communities.

d. Freedom From Noise:

Districts likely to have the greatest freedom from noise pollution.

e. Piped Services:

Except for estate lot development, districts most economically (to City and Region) provided with those storm drainage, sanitary sewer, and water facilities which ultimately will be required to serve their respective drainage sheds or pressure zones.

f. Roadways:

Districts most readily and economically provided with roadway facilities.

g. Community Services:

Districts most readily and economically provided with City and Regional Community services.

- 50 -

h. Housing:

Districts where circumstances best support the provision of a housing supply consistent with the City's needs in terms of employment opportunities and housing mix.

i. Finance:

That further consideration of this sub-section be deferred pending submission of a report from the Commissioner of Finance.

4.11.3.8

STAGING

As part of the Secondary Plan preparation, development in each district will normally be staged on the basis of the same criteria as that from which the Phasing Program is derived.

60. That Section 4.12 be deleted and replaced by the following:

4.12

PARKWAY BELT
WEST DRAFT PLAN

Mississauga considers that land within the Parkway Belt West Planning Area which is not required for transportation or utility uses should be primarily for recreation, conservation and open space uses.

61. That Section 5.1 be deleted and replaced by the following:

5.1

INTRODUCTION

The intent of this Plan is to guide development so that land uses are complementary and so that activities that have conflicting requirements and functions are separated. Major working, shopping, and recreation areas are distributed within a reasonable distance of residential districts with major commercial and industrial concentrations located where they may benefit from important transportation facilities. The pattern of uses has been designed with the intent of preserving important natural features.

Land use is divided into major categories, and policies are established in this section for each category. This section also describes land use policies which have general land use implications.

Some of the land use categories are termed Land Use Designations, and within each a range of similar or of mutually compatible uses is permitted, as described under Section 5. All of the Land Use Designations are shown on Schedule 11, Land Use Long Term Concept.

Other categories such as Interim Land Use, Environmental Policy Area etc., may overlap the Land Use Designations; these indicate special considerations and restrictions which apply and may or may not limit the actual uses permitted by the designation.

Certain categories like Heritage Conservation Area, and Extractive Industry, could later be added to Schedule 11, if lands become designated for these purposes.

Specific policies which supplement the more general policies of the Plan are also outlined for each residential and industrial district, including guidelines for the preparation of Secondary Plans.

62. That Schedule 9 Land Use Long Term Concept be deleted and replaced by revised Schedule 11 incorporating the following changes.

- (a) the symbolic major open space designation west of Mississauga Road, north of Highway 401 be reduced in size;
- (b) the lands on both sides of Erin Mills Parkway between Millcreek Drive and Battleford Road be designated Mixed Industrial and Commercial uses;
- (b) the General Industrial designation be extended south of Derry Road West between proposed Argentia Road extension and the C.P.R. Railway;
- (d) the Major Open Space designations include the following footnote:

NOTES REGARDING MAJOR OPEN SPACE: - to be read in conjunction with Schedule 12
- policies of Section 5.7 apply

- (e) the proposed Hospital site located on the south-east corner of Eglinton Avenue West and Erin Mills Parkway be symbolically designated Major Institutional.
- (f) the waste management site adjacent to Second Line West and south of Britannia Road West be symbolically designated Waste Management;
- (g) the boundaries of the City Core Study Area be amended.

- (h) the aircraft noise zones be shown in addition to the following explanatory notes:

NOTES REGARDING PROJECTED NOISE EXPOSURE FORECAST (NEF) CONTOURS:

- date of preparation of forecast, Sept. 1976, Ministry of Transport
 - subject to amendment as required
 - new Residential development is restricted to areas less than 28 NEF
 - infilling of Residential is restricted to areas less than 30 NEF.
- (i) the Highway 403 corridor designation be deleted and replaced with the appropriate land use designation.

63. That Section 5.2.2 sub-section g be added as follows:
5.2.2 g. Education Facilities.
64. That Section 5.2.3 sub-section a be deleted, and that Section 5.2.3 sub-section c be re-numbered sub-section a.
65. That Section 5.3.2 be amended by the addition of the following:
5.3.2 PERMITTED j. Highway commercial uses in accordance
USES with the Highway Commercial policies.
66. That Section 5.4.2.2 be amended by the addition of the following:
5.4.2.2 PERMITTED k. Automotive sales and service
USES 1. Highway Commercial uses in accordance
with the Highway Commercial policies.
67. That Section 5.4.3.2 be amended by the addition of the following:
5.4.3.2 PERMITTED g. Highway Commercial uses in accordance
USES with the Highway Commercial policies.
68. That Section 5.4.4.2 be amended by the addition of the following:
5.4.4.2 PERMITTED h. Highway Commercial uses in accordance
USES with the Highway Commercial policies.
i. Automotive sales and service.
69. That Section 5.4.5.2 be amended by the addition of the following:
5.4.5.2 PERMITTED h. Highway Commercial uses in accordance
USES with the Highway Commercial policies.
i. Automotive sales and service.
70. That Section 5.4.6 be added as follows:
5.4.6 EXTRACTIVE
INDUSTRIAL
5.4.6.1 DEFINITION Lands designated Extractive Industrial
will be used for the quarrying,
extraction and processing of shale
resources.

- 5.4.6.2 PERMITTED USES
- a. Quarrying of shale resources;
 - b. Uses associated with quarrying taking place on the site including stockpiling of excavated materials, refining and processing of the excavated materials, storage of manufactured products and all other uses directly related and essential to the primary use;
 - c. Office and other ancillary uses either within industrial buildings or in separate buildings within a complex of associated industrial buildings, provided that they are clearly accessory and occupy a small area in terms of floorspace or site coverage to the size of the industrial plant. Also office uses at the industrial plant that include national and/or regional head offices, provided that the office building is occupied solely by the company;
 - d. railways.
- 5.4.6.3 POLICIES
- a. Quarries will be licenced and will operate in compliance with provincial legislation.
 - b. Processing of excavated materials and related activities must occur within or contiguous to the area licenced for extractive operations.
 - c. Progressive rehabilitation of excavations shall proceed toward the planned post-extractive use for the site in accordance with approved site development and rehabilitation plans.
 - d. Buffering will be required to ensure visual compatibility between uses; fencing and signs will be required where necessary to ensure safety.
 - e. Approval will be required pursuant to the provisions of Section 35a of The Planning Act.

- f. Potentially available shale resources within undeveloped and uncommitted areas are identified on Appendix D. Extraction of shale minerals and manufacturing of clay products shall be considered as part of the preparation of Secondary Plans for areas in which such deposits occur.

71. That Section 5.5.1 be deleted and replaced by the following:

- | | | |
|-------|-------------------|--|
| 5.5.1 | PERMITTED
USES | Commercial facilities will generally be offices and establishments for the sale of goods, services, and accommodation to the general public, and may also include properly integrated residential uses as defined by the appropriate Secondary Plan. Commercial facilities are categorized as follows: <ul style="list-style-type: none">- District Commercial Centre;- Neighbourhood Commercial Centre;- Convenience Commercial Centre;- Historic Commercial Centre;- Airport Commercial District;- Highway Commercial District. |
|-------|-------------------|--|

72. That Section 5.5.2.1 be deleted and replaced by the following:

- | | | |
|---------|------------|---|
| 5.5.2.1 | DEFINITION | A District Commercial Centre will be a cohesive grouping of retail, office and service establishments all occupying a total site up to approximately 12 ha (30 acres) designed to provide the residents in the surrounding district with a variety of goods and services. |
|---------|------------|---|

73. That Section 5.5.2.2 sub-section a be deleted and replaced by the following:

- | | | |
|---------|----------|--|
| 5.5.2.2 | POLICIES | a. Gross Leasable Floor Area maxima may be established by retail trade category at the Secondary Plan level and further, a total site area greater than 12 ha (30 acres) may be designated in a Secondary Plan if such an increase is required to permit the development of showroom type retail activities. |
|---------|----------|--|

74. That Section 5.5.7.1 be deleted and replaced by the following:

5.5.7.1 DEFINITION Highway Commercial areas will be designated in Secondary Plans. Generally, these areas will be located adjacent to Commercial Centres or Districts, or Industrial Districts to conveniently serve the needs of the travelling public. The Highway Commercial category will include such uses as automobile sales and service, automobile service stations, car washes, automobile oriented restaurants, and overnight accommodation.

75. That Section 5.5.7.2 be deleted and replaced by the following:

5.5.7.2 POLICIES a. Detailed policies for the location and number of Highway Commercial uses will be required in each Secondary Plan.

b. Highway Commercial uses will be permitted in locations compatible with surrounding uses.

c. Design guidelines will be established for Highway Commercial uses to ensure harmony with neighbouring uses.

d. Highway Commercial uses will be required to have adequate access, parking, landscaping, and buffering.

e. Where no Secondary Plan exists or where no secondary plan is anticipated in the near future, Highway Commercial uses may be permitted in other conceptual land use designations shown on Schedule 11 through individual zoning applications, provided that the following guidelines are met:

- the proposed use is in keeping with the intent of the Official Plan Policy in accordance with b, c, and d of this section;
- there is a demonstrable need for the proposed use;

- the proposed use will not produce traffic volumes which cannot be safely handled by the existing transportation system;
- the proposed use will only be permitted on major arterial or collector roads.

76. That Section 5.6.1 be amended by the addition of the following:

5.6.1 INTRODUCTION

This section establishes the land use policies for the major open space areas on Schedule 11 and the open space areas which are not shown on that Schedule. The policies for the other component of open space, Environmental Protection and Policy Areas are contained in Section 5.7. Where the Major Open Space designation or any other designation on Schedule 11 overlaps the Environmental Protection Areas on Schedule 12, the policies of Section 5.7.2. shall apply.

77. That Section 5.6.3.8 sub-section b be deleted and replaced by the following:

5.6.3.8. LAKE ONTARIO
WATERFRONT

Mississauga will cooperate with the Credit Valley Conservation Authority to implement the waterfront planning concepts contained in the Mississauga Waterfront Plan and to develop the waterfront in order to:

- increase public accessibility and use;
- provide opportunities for a range of recreational and leisure activities;
- provide facilities for water related recreation;
- permit an integrated management system for the entire shoreline;
- increase visual attractiveness;
- complement adjacent land uses;
- improve environmental quality.

78. That Section 5.7 be re-titled Environmental Planning Areas.
79. That Section 5.7.1 be deleted and replaced by the following:

5.7.1 INTRODUCTION

The purpose of these policies is to preserve elements of the natural environment and protect persons and property from the hazards of the environment such as flooding, bank instability, and other natural hazard while allowing development and require public works to be carried out. The policies of this section establish three categories to deal with various levels of environmental significance and ecological sensitivity:

- a. Environmental Protection Areas
- b. Environmental Policy Areas "A"
- c. Environmental Policy Areas "B".

The policies for these areas indicate generally the restrictions applied and uses permitted on the lands identified symbolically on Schedule 12. More precise boundaries of lands in these categories will be identified during the preparation of Secondary Plans and the processing of development applications. Programs identifying the requirements and procedures to be followed in the preparation of Environmental Assessment Reports will be established. A map of the hazard lands is included as Appendix E.

80. That Section 5.7.2.1 be deleted and replaced by the following:

5.7.2.1 DEFINITION Areas having the highest level of environmental significance and ecological sensitivity are designated Environmental Protection Areas. These include land and water resources which exhibit environmental hazard and are critical to the maintenance of natural systems.

81. That Section 5.7.2.2 sub-section c be deleted and replaced by the following:

5.7.2.2 GENERAL PRINCIPLES c. The boundaries of the Environmental Protection Areas shown on Schedule 12 serve as general guidelines for the preparation of Secondary Plans. These boundaries will be determined by means of detailed Environmental Assessment Reports and will be defined in the Restricted Area (Zoning) By-laws which will implement these policies.

82. That Schedule 10 Environmental Planning Areas be deleted and be replaced by Schedule 12 Environmental Planning Areas.

83. That Section 5.7.2.3 sub-section b be deleted and replaced by the following:

5.7.2.3 PERMITTED USES b. No buildings or structures will be permitted within Environmental Protection Areas, except where such buildings or structures are intended for flood and erosion control and meet the mutual requirements of Mississauga and other appropriate public agencies. Existing buildings or structures may be recognized as conforming uses in the Restricted Area (Zoning) By-law providing the mutual requirements of Mississauga and other appropriate public agencies are met.

84. That Section 5.7.2.4 sub-section b be deleted and replaced by the following:

5.7.2.4 POLICIES b. No construction, or dumping or removal of fill, or alterations of natural topographic contours within the channels, floodplains, and valleys of watercourses situated within Environmental Protection Areas will be permitted, except in accordance with the mutual requirements of Mississauga and other appropriate public agencies.

85. That Section 5.7.2.4 sub-section c be deleted and replaced by the following:

5.7.2.4 POLICIES c. Mississauga will cooperate with the appropriate public agencies to establish guidelines for flood and erosion control works.

86. That Section 5.7.2.4 sub-section d be deleted and replaced by the following:

5.7.2.4 POLICIES d. An Environmental Assessment Report will be requested for major public works projects in Environmental Protection Areas and the agency concerned will be requested to design its facilities to minimize disturbance to the areas involved.

87. That Section 5.7.2.4 sub-section g be deleted and replaced by the following:

5.7.2.4 POLICIES g. Mississauga, in conjunction with the appropriate conservation authority, will identify Environmental Protection Areas to be acquired, when appropriate, as public open space. When such areas are acquired, Mississauga, in cooperation with the appropriate conservation authority, will in such areas:

- promote the retention of natural landscapes and the maintenance of natural processes;
- regulate activities which will cause environmental change and which will decrease ecological diversity;
- regulate the establishment of public facilities to minimize damage and disturbance by human activity;
- undertake reforestation programmes where required, particularly along watercourses and on steep slopes;
- establish forest management practices to increase ecological diversity and to encourage natural regeneration of forest cover.

88. That Section 5.7.3.1 be deleted and replaced by the following:

- 5.7.3.1 INTRODUCTION
- a. Environmental Policy Areas "A" include lands and water resources which have lesser environmental significance and ecological sensitivity than Environmental Protection Areas, and which can tolerate some modifications.
 - b. Policies for Environmental Policy Areas "A" are established to protect natural functions, to enhance recreational opportunities, to preserve scenic natural landscape features and to ensure control of activities in order that the impact on the natural environment will be minimized.
 - c. Environmental Policy Areas "B" include lands which exhibit lesser environmental significance and ecological sensitivity than Environmental Policy Areas "A" and into which some urban uses can be integrated.
 - d. Policies for Environmental Policy Areas "B" are established to retain natural landscape features by appropriately incorporating these elements into the urban environment.

- e. The boundaries of the Environmental Policy Areas shown on Schedule 12 serve only as general guidelines for the preparation of Secondary Plans. These boundaries will be determined by means of Environmental Assessment Reports and will be defined in the Restricted Area (Zoning) By-laws which will implement these policies.
- f. Where part of an Environmental Policy Area is privately owned, this Official Plan does not imply that such land is free and open to the general public or will necessarily be purchased by Mississauga or any other public agency.
- g. The preparation of Secondary Plans will include Environmental Assessment Reports of the relevant Environmental Policy Areas "A" and "B". The environmental policies of Secondary Plans will be based on the Environmental Assessment Reports and will provide detailed environmental policies for specific areas. Development applications will be subject to the environmental policies of the Secondary Plan, the Environmental Assessment Report upon which the policies were based, and any further detailed environmental studies required during the processing of the application.

89. That Section 5.7.3.2 be amended by the addition of new sub-section b and the subsequent sections renumbered accordingly:

5.7.3.2 PERMITTED b. When public works are planned
USES to traverse, coincide with or otherwise affect Environmental Planning Areas, an Environmental Assessment Report shall be required. The Environmental Assessment Report will identify the potential environmental impacts of the proposed public works; will determine how these impacts can be avoided or minimized; and will present appropriate mitigating and remedial measures.

90. That Section 5.7.3.2 renumbered sub-section c be deleted and replaced by the following:

5.7.3.2 PERMITTED c. No buildings or structures will be
USES permitted on lands with physical characteristics which, if built upon, could result in severe property damage or loss of life, except where such buildings or structures are intended for flood and erosion control and meet the mutual requirements of Mississauga and other appropriate public agencies having jurisdiction. Existing buildings or structures on such lands may be recognized as conforming uses in the Restricted Area (Zoning) By-law providing the mutual requirements of Mississauga and other appropriate public agencies are met.

91. That Section 5.7.3.3 sub-section d be deleted and replaced by the following:

5.7.3.3 POLICIES d. Activities that would have a detrimental impact on woodlots within open space systems will not be permitted.

92. That Section 5.7.3.3 sub-section e be deleted and replaced by the following sub-sections e and f and that subsequent sub-sections be renumbered accordingly:

- 5.7.3.3 POLICIES e. When Environmental Policy Areas "A" constitute woodlots, Mississauga will tolerate only limited modification of forest cover. Forest cover will be integrated with public open space systems.
- f. When Environmental Policy Areas "B" constitute woodlots, Mississauga will control development to prevent destruction of trees desirable and suitable for both preservation and incorporation with urban development.

93. That Section 5.7.3.3 sub-section g be deleted and replaced by the following re-numbered section h:

- 5.7.3.3 POLICIES h. Where development occurs adjacent to watercourses, a setback from the flood line or stable slope line may be required for: public access, safety, maintenance, open space, and recreational purposes. Such lands within the setback may be required to be conveyed to Mississauga.

94. That Section 5.7.3.3 sub-section j be deleted and replaced by the following re-numbered sub-section.

- 5.7.3.3 POLICIES k. When a watercourse is situated within public open space:
- pedestrian and bicycle paths may be constructed along the watercourse;
 - appropriate recreational facilities may be established within flood retention and detention areas. The location and design of recreational facilities will meet the mutual requirements of Mississauga and other appropriate public agencies having jurisdiction.

95. That Section 5.8.1 be deleted and replaced by the following:

- 5.8.1 DEFINITION The uses permitted within this designation will be consistent with maintaining the area open and free from extensive numbers of buildings or structures. Permitted uses may include:

- public open space, recreation or conservation;
- private open space and open air recreational activities which may include golf courses, golf driving ranges, riding academies, and similar uses;
- agricultural uses;
- residential estate lot development.

96. That Section 5.8.2.3 be added as follows:

5.8.2.3 Applications for severances are subject to the policies contained in Section 5.11.2.2.

97. That Section 5.9 be added and subsequent sections re-numbered accordingly:

5.9 RESIDENTIAL
 ESTATE LOT
 DEVELOPMENT

5.9.1 DEFINITION

Residential Estate Lot development is planned low density non-farm residential development. Although such development may be oriented economically to the rest of Mississauga, it is connected to a minimum of urban services.

5.9.2 POLICIES

5.9.2.1

The establishment of residential estate lots shall be subject to Aircraft Noise policies, Transportation policies, Conservation policies, Financial policies, and all other policies of the Official Plan.

5.9.2.2

Residential Estate Lot development shall not be permitted except as provided for by a Secondary Plan which identifies specific locations and establishes detailed policies thereto.

5.9.2.3

Residential Estate Lot development shall occur by registered plan of subdivision only, subject to the Restricted Area (Zoning) By-law and Site Plan Agreement with the City of Mississauga; residential estate lot development on a condominium basis may be permitted.

- 5.9.2.4 Residential Estate Lot development shall locate in areas of limited agricultural potential or where it will not hamper viability or flexibility of agricultural activity.
- 5.9.2.5 Suitable water supply, adequate means of waste disposal must be available for residential estate lot development.
- 5.9.2.6 The design of residential estate lot development shall provide for a range of lot sizes with a minimum lot size of one hectare (2.5 acres) per dwelling unit. The minimum lot size shall not be construed as the only lot size. All lots shall be directly related to the site's topography, vegetation, soil and drainage characteristics.
- 5.9.2.7 Convenient access from Residential Estate Lot development to a municipal road shall be required to ensure ready accessibility for all vehicular traffic including school buses, maintenance, and emergency vehicles.
- 5.9.2.8 Residential Estate Lot development should be located in areas which offer natural amenities such as diverse topography and vegetation, water bodies and scenic quality.
98. That renumbered section 5.10.2.5 be added:
- 5.10.2.5 Application for severances are subject to the policies contained in Section 5.11.2.2.
99. That Section 5.10.1 be deleted and replaced by the following re-numbered Section 5.11.1.
- 5.11.1 INTRODUCTION There are areas in Mississauga which will remain undeveloped for considerable periods, and which have capability for agriculture and public and private recreational uses. These areas will be identified in the Phasing Program adopted by City Council which will establish the sequence in which the Residential Districts will be released for the preparation of Secondary Plans.

Such uses will be encouraged on an interim basis, and recognized by appropriate designations in the Restricted Area (Zoning) By-law until development appears appropriate in accordance with Schedule 11.

100. That Section 5.11.2.2 be added as follows:

5.11.2.2

Where an applicant can demonstrate that severances of land will not violate the policies established in Section 5.11.2.2 and will fulfill the following conditions, such severances may be permitted. Newly created parcels of land shall:

- a. have a minimum area of 10 ha (25 acres), except within the built up areas including the former Village of Meadowvale where smaller lots may be permitted in accordance with the Restricted Area (Zoning) By-laws.
- b. be fully serviced by municipal piped water services, municipal sanitary sewers, and adequate storm sewer facilities;
- c. have a minimum frontage on a public street equal to half the depth of the parcel;
- d. have a size appropriate to the use proposed;
- e. have no entrances to an arterial road;
- f. be discouraged outside of the built up areas including the former Village of Meadowvale;
- g. not be granted to encourage uses which destroy or appreciably reduce the scenic quality of attractive agricultural areas or adversely affect the usefulness of the remaining parcel;
- h. not be granted in the agricultural areas where the applicant has been the registered owner of the parcel for less than five years.

101. That Section 5.12.2.3 be deleted and replaced by the following renumbered

5.13.2.3 Cemeteries and related facilities will be permitted within Residential, Non-Urban, and Special Policy Area 1 designations, and are subject to the policies of these designations.

102. That Section 5.13.1.2 sub-section d be deleted and replaced by the following

5.14.1.2 POLICIES d. New residential development will not be permitted within areas expected to experience aircraft noise disturbance levels of 28 NEF or greater. The N.E.F. contours are based on information supplied by the Federal Ministry of Transport to the Ontario Ministry of Housing. If and when these contours are revised by these agencies the contours will be substituted as part of Schedule 11 in this Plan.

103. That Section 5.13.2.4 be deleted and replaced by the following re-numbered section:

5.14.2.4 Where the analysis described above indicates that anticipated sound levels on the site or within the buildings under consideration would exceed the outdoor or indoor sound level limits stipulated in Tables 3 and 4, respectively, by up to 5dBA, the City will require tenants and purchasers to be notified that:

Due to existing and/or possible future railway operations, the effects of noise, vibrations, fumes, may interfere with the activities or a living environment of the occupants of this property.

104. That Section 5.17 be added.

5.17 MAJOR INSTITUTIONS

5.17.1 INTRODUCTION

Major institutions include hospitals and post-secondary educational establishments such as universities and community colleges. They are identified as a separate land use category because of their size and city or region wide significance.

5.17.2 POLICIES

5.17.2.1

Major institution uses will be located in areas protected from incompatible adjacent uses and unnecessary noise levels.

5.17.2.2

Major institutions will be located and planned so that the adverse effects on adjoining residential areas are minimized.

5.17.2.3

Major institutions will be located at or near an arterial roadway and will be served by a transit route where possible.

5.17.2.4

Off-street parking adequate to satisfy the demands of the major institution will be required, to provide for the safe and efficient movement of vehicles within the lands of the major institution, and to minimize congestion on public roads.

5.17.2.5

Residential facilities associated with the major institutional use will be permitted.

5.17.2.6

Ancillary uses either within industrial buildings or in separate buildings will be permitted provided they are clearly accessory to primary uses identified in Section 5.17.1.

105. That Section 5.16.3.2 sub-section c be deleted and replaced by the following re-numbered sub-section.

5.18.3.2

GENERAL
GUIDELINES

c. The residential policies will:

- define types of uses permitted in each District;
- identify planning units to which schools, open spaces, and recreational space will be oriented;
- assign ultimate population and residential mix by density and type, to these units;

- specify suitable locations for special types of housing such as low cost housing, subsidized housing, senior citizen housing, and institutional housing;
- determine density ranges and specify areas where they apply;
- identify areas where special consideration with respect to density or design is indicated and where mixed residential/commercial uses are appropriate.

106. That Section 5.16.3.2 sub-section d be deleted and replaced by the following re-numbered sub-section.

5.18.3.2 GENERAL d. The commercial policies will:
 GUIDELINES

- define types of uses permitted in each District;
- identify sites for retail, service, highway commercial, office, and mixed residential/commercial uses.
- establish permitted floor areas for retail and office commercial sites.

107. That Section 5.16.3.2 sub-section g be deleted and replaced by the following re-numbered sub-section.

5.18.3.2 GENERAL g. The Community Services policies will:
 GUIDELINES

- relate to the policies identified in section 4.8;
- be based upon the Community Services Inventory as per section 4.8.3;
- have regard for the identification of need and specific facility and service requirements of district residents with respect to: information centres, libraries, education, recreation and culture, children's services, group homes, services for seniors and disabled persons, health care, fire and police protection, places of worship and special services as indicated in Section 4.8 of this plan;

- have regard for the general principles identified in Section 4.8.2 and in particular the involvement of citizens in the Secondary Plan process;
- identify the appropriate agencies that will be expected to provide services in the District and to the District residents and attempt to provide an indication of timing of the provision of the services;
- identify broader needs at the City or Regional scale which could be satisfied at the District level and identify services which are needed but must be provided from outside the particular district;
- identify criteria and standards for services.

108. That Section 5.16.3.2 be amended by the addition of the following re-numbered sub-section j.

5.18.3.2

GENERAL
GUIDELINES

- j. Urban design policies may designate roads as scenic routes on the basis of the following criteria:
- winding horizontal and vertical alignments as the result of prominent topographical features;
 - narrow traffic lanes with tree canopies which arch over the road;
 - narrow shoulders or the absence of shoulders, with roadside vegetation;
 - rustic bridges, retaining walls, and historic sites;
 - aesthetically pleasing atmosphere of the surrounding area.

109. That Section 5.16.3.3 sub-section a be deleted and replaced with the following re-numbered sub-section.

5.18.3.3

DISTRICTS
SUBJECT TO
READOPTED SECONDARY
PLANS

- a. West Erindale
Policies

Development within this District will be allowed to proceed in accordance with Amendment 156 as amended, which

is readopted as the West Erindale Secondary Plan.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending the West Erindale Secondary Plan are:

- conservation in the Credit River Valley;
 - evaluation of the effects of the proposed extension of the North Service Road, adjacent to the Queen Elizabeth Way, across the Credit River;
 - the reservation of a right-of-way for the possible introduction of an intermediate capacity transit system in the Erin Mills Parkway Corridor;
 - the recommendations of the Hammond Road Area Study;
 - the establishment of policies which will ensure that the subdivision of existing lots occurs in a manner and to an extent that is compatible with the character of the area.
110. That Section 5.16.3.3 sub-section b be amended by deleting the words "Burnhamthorpe-Eglinton" and replacing same with "Burnhamthorpe Road" and that this change be made throughout the plan.
111. That Section 5.16.3.3 sub-section c be deleted and replaced by the following re-numbered sub-section.

5.18.3.3 DISTRICTS c. Malton

SUBJECT TO
READOPTED
SECONDARY PLANS

Policies

Development in this District will be allowed to proceed in accordance with Amendment 179 as amended, which is readopted as the Malton Secondary Plan.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending the Malton Secondary Plan are:

- effects resulting from the realignment and rail/road grade separation of the Derry Road and Airport Road intersection;
- the effects on residential development of expanded GO service through Malton, extension of Highway 427, construction of Highway 407, possible rail terminal developments in the vicinity, and aircraft noise.
- recognition of the unique geographical location of Malton and the need for local services.

112. That Section 5.16.3.3 sub-section e be deleted and replaced by the following re-numbered sub-section.

5.18.3.3 DISTRICTS e. Streetsville
 SUBJECT TO
 READOPTED
 SECONDARY PLANS

Policies

Development in this District will be allowed to proceed in accordance with the Official Plan of the former Town of Streetsville as amended, and the Secondary Plan for Meadowvale South included as part of Amendment 218 as amended. These will be consolidated and readopted as part of the Streetsville Secondary Plan.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending this Secondary Plan are:

- conservation in the Credit River valley;
- availability of piped services;
- preservation and improvement of the

unique character of Streetsville, especially through control of the land use and urban design along Queen Street;

- designation of Queen Street as a two-lane major collector;
- impact of a GO transit commuter station;
- the desired relocation of industry away from residential areas;
- the preservation of Streetsville as a commercial centre;
- the possibility of increased disturbance from aircraft operations.

113. That Section 5.16.3.3 sub-section f be deleted and replaced by the following re-numbered sub-section.

5.18.3.3 DISTRICTS f. Meadowvale West (East of Winston
SUBJECT TO Churchill Boulevard)
READOPTED SECONDARY
PLANS Policies

Development in this District will be allowed to proceed in accordance with Amendments 241, 249, 266 and the relevant parts of Amendment 218. Collectively, these amendments constitute a Secondary Plan for that part of Meadowvale West east of Winston Churchill Boulevard.

A Secondary Plan for that part of Meadowvale West lying west of Winston Churchill Boulevard will be prepared. Subsequently, this plan will be consolidated with the re-adopted Amendments for the area of Meadowvale West lying east of Winston Churchill Boulevard, and this consolidation will constitute the Meadowvale West Secondary Plan.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending the Secondary Plans in this District are:

- the reservation of a right-of-way for intermediate capacity transit linking Erin Mills Centre to the Meadowvale West Town Centre;
- provision of a broad range of housing types in terms of density, design, price and tenure;
- possible sites for government assisted housing;
- the possibility of increased disturbance from aircraft operations.

114. That Section 5.16.3.3 sub-section i be deleted and replaced by the following:

5.18.3.3 DISTRICTS i. Clarkson-Lorne Park
SUBJECT TO
READOPTED SECONDARY
PLANS

Introduction

The part of this District south of the Canadian National Railway is subject to Secondary Plan policies contained in Amendment 248 as amended. The part of the District north of the Canadian National Railway is generally stable with only a few sites remaining to be developed.

Policies

Amendment 248 as amended will be readopted as the Clarkson-Lorne Park Secondary Plan (Lakeshore Area).

Secondary Plan policies will be prepared for and included in the Clarkson-Lorne Park Secondary Plan by amendment.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending the Clarkson-Lorne Park

Secondary Plan are:

- the amount and type of commercial development on Lakeshore Road;
- parkland to allow public access to Lake Ontario;
- provision of a broad range of housing types in terms of density, design, price and tenure;
- identification of possible sites for government assisted housing;
- the role of Lakeshore Road West as an arterial and the desire to retain its existing character;
- the establishment of policies which limit Clarkson Road and Lorne Park Road to no more than two lanes;
- the establishment of retail policies which relate permitted retail floor space to the available market and the continued viability of established retail operations.

Development Guidelines

Additional issues which will be considered when evaluating development in the Clarkson-Lorne Park District are:

- Residential
Development will be compatible with the character of existing residential development in this District. Consideration will be given to the policy of providing a broader range of housing in terms of density, size, price and tenure in Mississauga as a whole, as stated in Section 4 and as determined by the annual housing policy statements.

The subdivision of large residential lots into residential lots of less than 24 m (79 feet) frontage will not be permitted if it would be detrimental to the existing character of the area.

- Transportation

Consideration will be given to the possible impact of intermediate capacity transit in the Erin Mills Parkway Corridor. Development in the areas subject to high levels of railway noise from the Canadian National Rail Line or traffic noise from the Queen Elizabeth Way will be planned, designed, and constructed in accordance with the policies concerning noise.

Major new development proposed for lands in the vicinity of Lorne Park Road and the Lakeshore Canadian National right-of-way will not be permitted if such development would prevent the establishment of a new GO commuter rail station in this area.

115. That Section 5.16.3.5 sub-section a be deleted and replaced by the following re-numbered sub-section.

5.18.3.5 DEVELOPING
DISTRICTS
REQUIRING SECONDARY
PLANS

a. Dixie-Shorefront

Introduction

A study leading to a new District Secondary Plan was initiated in 1976 to address problems which had become increasingly apparent in this District.

Secondary Plan Guidelines

- Residential

New residential development will be compatible with the characteristics of existing housing.

A policy of encouraging a diversity of housing within this District will be pursued provided that it does not conflict with the preceding policy.

The maintenance and improvement of the quality of housing is considered a high priority. Methods and programs for achieving this aim will be reviewed on an on-going basis against the needs of this District.

Housing redevelopment will be permitted on a small scale within defined areas providing that it does not adversely affect the residential environment.

- Transportation

Evaluation of development in this District will include consideration of the impact of additional traffic on Lakeshore Road. Development in areas subject to high levels of rail-way or traffic noise will be planned, designed, and constructed in accordance with the noise policies. Major new development proposed for lands in the vicinity of Cawthra Road and the Lakeshore Canadian National right-of-way will not be permitted if such development would prevent the establishment of a new GO commuter rail station in this area.

- Commercial

The clustering of neighbourhood level commercial facilities on Lakeshore Road East will be encouraged as a neighbourhood focus. There is a large inventory of commercial space in this District because of the proximity of this area to Sherway Gardens. Further large scale additions to community retail uses will not be permitted.

- Institutions

The excess capacity in schools in this District will be considered when evaluating proposals for residential development. The possibility of alternative uses for unused school space will be investigated.

- Design

A special program to improve the visual appearance of Lakeshore Road East will be established.

- Special Sites
Sites where the appropriateness of alternative land uses should be evaluated are the Canadian Arsenal property on Lakeshore Road East and the Federal Government property on Cawthra Road.

116. That Section 5.16.3.5 sub-section b paragraphs 1 to 6 be deleted and replaced by the following.

5.18.3.5 DEVELOPING DISTRICTS
REQUIRING SECONDARY PLANS

b. Port Credit

Introduction

A study leading to a new Secondary Plan for the former Town of Port Credit was initiated in 1975.

Secondary Plan Guidelines

- Residential
New residential development will be compatible with the characteristics of existing housing.

A policy of encouraging a diversity of housing within this District will be pursued provided that it does not conflict with the preceding policy.

The maintenance and improvement of the quality of housing is considered a high priority. Methods and programs for achieving this aim will be reviewed on an on-going basis against the needs of this District.

Housing redevelopment will be permitted on a small scale within defined areas providing that it does not adversely affect the residential environment.

The Secondary Plan will specify design guidelines for residential areas.

117. That Section 5.16.3.5 sub-section d be deleted and replaced by the following re-numbered sub-section.

5.18.3.5 DEVELOPING DISTRICTS
REQUIRING
SECONDARY PLANS d. Queen Elizabeth

Introduction

This District is generally a stable area with a number of sites for development and redevelopment. A Secondary Plan is required for the Queen Elizabeth District. Such a Plan should address the issue of the nature of development and redevelopment near Highway 10 and consider the possibility of a future intermediate capacity line in this corridor intersecting with the GO commuter station.

Secondary Plan Guidelines

- Residential
Development shall be compatible with the character of existing residential development in the District, but consideration will be given to the policy of providing a broader range of housing in terms of density, size, price and tenure in Mississauga as a whole, as stated in Section 4 and as determined by the annual housing policy statements.

Subdivision of large residential lots into residential lots of less than 24 m (79 feet) frontage will not be permitted if it would be detrimental to the existing character of the area.

- Transportation

Consideration will be given to the possible impact of intermediate capacity transit in the Highway 10 Corridor. Development in the areas subject to railway noise from the Canadian National Rail Line or traffic noise from the Queen Elizabeth Way will be planned, designed, and constructed in accordance with the policies concerning noise.

118. That Section 5.16.3.5 sub-section e be deleted and replaced by the following re-numbered sub-section.

5.18.3.5 DEVELOPING e. West Cooksville
DISTRICTS
REQUIRING
SECONDARY PLANS

Introduction

This District is undergoing rapid development even though it has never had an approved Secondary Plan. A Secondary Plan for the District is of high priority in order to determine the best uses for the remaining sites, particularly adjacent to Dundas Street, and to implement special policies to ensure the preservation of Erindale Village.

Secondary Plan Guidelines

- Residential

New residential development will be compatible with existing development, but consideration shall be given to the policy of providing a broad range of housing in terms of density, size, price and tenure in Mississauga as a whole.

Subdivision of large residential lots into residential lots of less than 24 m (79 feet) frontage will not be permitted if it would be detrimental to the existing character of the area.

- Transportation

Development in areas subject to high levels of traffic noise from the Queen Elizabeth Way will be planned, designed, and constructed in accordance with the policies concerning noise.

The effects of the proposed extension of the North Service Road, adjacent to the Queen Elizabeth Way, across the Credit River will be evaluated.

- Conservation

The Secondary Plan will include policies to promote conservation in the Credit River Valley.

- Commercial

In the absence of community level retail facilities to serve this District, the development of a neighbourhood shopping facility which fulfills some of the missing functions will be encouraged.

- Erindale Village

The Secondary Plan will include policies directed at maintaining the Erindale Village area as an entity with unique character. Residential and historical aspects of the Village will be maintained; efforts should be taken to control traffic noise and speed, in order to maintain the pedestrian character of the area; further commercial development will be in keeping with the residential character of the Village; and, design guidelines will be established to ensure that further building complements the character of the area.

119. That Section 5.16.3.5 sub-section f paragraph 1 be deleted and replaced by the following.

5.18.3.5 DEVELOPING DISTRICTS
REQUIRING SECONDARY PLANS f. Meadowvale Village

Introduction

Meadowvale Village is an historical

area which requires a Secondary Plan in order to preserve its unique character. The Secondary Plan will be bounded by the Parkway Belt West, Creditview Road, Highway 401 and mid-way between Second Line West and McLaughlin Road.

120. That Section 5.16.3.6 paragraph 1 be deleted and replaced by the following.

5.18.3.6 NEW
DISTRICTS REQUIRING
SECONDARY PLANS

This category includes the following districts: Mississauga Meadows; Creditview; Central Erin Mills; that part of Meadowvale West, west of Winston Churchill Boulevard; East Credit; Erin Mills West; Winston Churchill; Lisgar; and Streetsville East.

121. That Section 5.16.3.6 be amended by deleting the words "the exact alignment of Highway 403" and replacing same with "the design of Highway 403" and that this change be made wherever this phrase appears throughout the Official Plan.
122. That Section 5.16.3.6 sub-section c be deleted and replaced by the following re-numbered sub-section:

5.18.3.6 NEW c. Central Erin Mills
 DISTRICTS
 REQUIRING
 SECONDARY PLANS

Introduction

The guidelines for development stated in this Primary Plan supersede previous policies for this District.

Secondary Plan Guidelines

- Residential

The ultimate gross density of this District will be 75 persons per ha (30.4 persons per acre). The ultimate population will be established in the Secondary Plan when the design of Highway 403 is determined.

A minimum of 20 per cent and a maximum of 30 per cent of all residential units will be low density.

Medium density will constitute no less than 25 per cent of all residential units.

A minimum of 30 per cent of all residential units will be high density, level 1. High density housing will be located in proximity to the intermediate capacity transit alignment and the central commercial area.

- Transportation

The environmental effects of the proposed Highway 403 adjacent to this District will be considered in its planning and design.

An alignment for the possible introduction of an intermediate capacity transit system in the Winston Churchill Corridor will be included in the Secondary Plan for this District.

The Erin Mills Centre will be the focus of transit service in the West Credit Area.

- Commercial

This district will contain regional level retail facilities primarily to serve the West Credit Area. These facilities will be put in place only when warranted by development of the West Credit Area, and it is demonstrated that the development of this centre will not preclude the development of a range of retail centres in other districts in the West Credit Area or an adverse impact on other retail centres.

- Open Space

The planning and design of the Central Erin Mills open space system will include public access to parkland along the Credit River.

- Institutions

A hospital will be located in this District.

123. That Section 5.16.3.6 sub-section d paragraph 1 be deleted and replaced with the following re-numbered sub-section.

d. Meadowvale West (West of Winston Churchill Boulevard)

5.18.3.6 NEW
DISTRICTS
REQUIRING SECONDARY
PLANS

Introduction

A Secondary Plan for that part of Meadowvale West located west of Winston Churchill Boulevard will be prepared. Subsequently, this plan will be consolidated with the re-adopted Amendments for the area of Meadowvale West located east of Winston Churchill Boulevard and this consolidation will constitute the Meadowvale West Secondary Plan.

124. That Section 5.16.3.6 sub-section i paragraph 1 be deleted and replaced by the following re-numbered sub-section.

5.18.3.6 NEW
DISTRICTS
REQUIRING SECONDARY
PLANS

i. Streetsville East

Introduction

Since planning of this District is dependent upon reduction of aircraft noise, the boundaries of this

District and the ultimate population will be determined in the light of the changing situation with respect to aircraft noise. No residential development will be allowed in areas which are currently forecast to lie within the 28 NEF contour.

125. That Section 5.16.4.6 be retitled Meadowvale South Business Park.
126. That Section 5.16.4.9 be retitled AIRPORT SOUTH and that sub-section b be deleted and replaced by the following re-numbered sub-section.

5.18.4.9 AIRPORT b. Secondary Plan Guidelines
 SOUTH

Commercial sites for retail warehouse, showrooms, and other commercial uses may be designated adjacent to Dixie Road. The setback requirement for buildings will be sufficient to allow the provision of common access facilities to groups of establishments rather than individual access; for example, access will be from individual collectors.

Commercial uses that serve the industrial community may be permitted on designated sites adjacent to Eglinton Avenue East, east of Dixie Road.

Development will be subject to the Toronto International Airport regulations respecting height of structures, obstructions, and emissions of smoke and light in the area immediately south of the airport.

127. That Section 5.16.4.10 sub-section a be deleted and replaced by the following re-numbered sub-section.

5.18.4.10 WEST a.
 MALTON

This District does not have a Secondary Plan and will continue to develop for industrial purposes. The District is designated for General Industrial development with part of the District west of the airport designated for Heavy Industrial development. Other areas, west of the Greenbelt proposed along the west branch of the Etobicoke Creek, may be designated Heavy Industrial at a later date provided that such a designation will not disrupt existing industrial development and provided that it does not have an adverse impact on the Malton residential District.

128. That Section 5.16.4.10 sub-section b be deleted and replaced by the following re-numbered sub-section.

5.18.4.10 WEST b. Secondary Plan Guidelines
MALTON

A background study will be undertaken to determine the demand in Mississauga for land designated for Heavy Industrial development. From the results of this study, it will be decided whether to designate more land within this District for Heavy Industrial development.

Commercial uses which serve the designated industrial uses may be permitted on sites adjacent to Dixie Road and Derry Road East.

A hierarchy of roads will be established within the District and the design of the road system will allow industrial traffic convenient access to Highway 401 and the future Highways 407 and 410, and also will ensure that industrial traffic need not traverse the Malton Residential District.

Development will be subject to the Toronto International Airport regulations respecting height of structures, obstructions, and emissions of smoke and light in the area immediately west of the airport.

129. That Section 5.16.4.18 be retitled Meadowvale North Business Park, that sub-section b be deleted and replaced by the following re-numbered sub-section.

5.18.4.18 MEADOWVALE b. Secondary Plan Guidelines
NORTH
BUSINESS
PARK

Development will occur in relation to road improvements in the area that will ameliorate traffic as it affects Meadowvale Village, including a firm commitment on the part of the Ministry of Transportation and Communications to reconstruct the Mississauga Road/Highway 401 interchange and appropriate measures are taken by the Region of Peel to prohibit through truck traffic on Derry Road West through the Meadowvale Village area.

Commercial uses that serve the travelling public will be permitted and will be grouped adjacent to Derry Road West and Mississauga Road.

Commercial uses that serve the industrial community will be permitted and will be grouped in a location that is accessible to the industrial community.

Provision will be made for rail access to sites adjacent to the CP rail line.

The boundaries and location of the major open space areas will be determined in detail during the preparation of the Secondary Plan.

130. That Section 5.17 Highway 403 Corridor be deleted.

131. That Section 6.3.1 be deleted and replaced by the following.

6.3.1	EXISTING SECONDARY PLANS	Mississauga is divided into areas known as Planning Districts. These Districts are shown on Schedule 7. Also, shown on Appendix E are the areas which are subject to re-adopted Secondary Plan Amendments.
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132. That Section 6.3.1.3 be deleted and replaced by the following.

6.3.1.3	Amendments to Secondary Plans will be styled as amendments to a particular Secondary Plan and will be titled and numbered as in the following example: The North North Dixie Secondary Plan, Amendment 1.
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133. That Section 6.3.1.5 be deleted and replaced by the following.

6.3.1.5	The following amendments to the Town of Mississauga Official Plan are hereby repealed and readopted as Secondary Plans and retitled as follows: a. Amendment 151 (as amended by Amendments 159, 229, and 225) and Amendment 166 (as amended by Amendment 196) which are hereby retitled and combined to be known as the Cooksville/Munden Park Secondary Plan.
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- b. Amendment 156 (as amended by Amendments 163, 175, 256 and 262) which is hereby retitled and combined to be known as the West Erindale Secondary Plan.
- c. Amendment 160 (as amended by Amendments 164, 178, 194, 200 and 263) which is hereby retitled and combined to be known as the North Dixie Secondary Plan.
- d. Amendment 179 (as amended by Amendments 195, 212, 235, 243, 244 and 245) which is hereby retitled and combined to be known as the Malton Secondary Plan.
- e. Amendment 216 which is hereby retitled to be known as the Mississauga Valleys Secondary Plan.
- f. Amendment 225 which is hereby retitled to be known as the North North Dixie Secondary Plan.
- g. Amendments 241, 249, 266 and the relevant parts of Amendment 218 pertaining to Meadowvale West, which are hereby retitled and combined to be known as the Meadowvale West Secondary Plan.
- h. Amendment 246 (as amended by Amendments 251, 265 and 270) which is hereby retitled and combined to be known as the Erin Mills South Secondary Plan.
- i. Amendment 248 (as amended by Amendment 272) which is hereby retitled and combined to be known as the Clarkson-Lorne Park Secondary Plan (Lakeshore Area).

134. That Section 6.3.1.6 be deleted and replaced by the following.

6.3.1.6

The Town of Streetsville Official Plan
(as amended by Streetsville
Amendments 1, 2, 3, 4, 6, 7, 8,
9, 10, and 11) and Town of
Mississauga Amendment 218 pertaining
to Meadowvale South, (as amended by

Amendment 260) are hereby repealed, readopted, retitled and combined to be known as the Streetsville Secondary Plan.

The lands within the Streetsville Secondary Plan District covered by neither the Town of Streetsville Official Plan nor the Secondary Plan policies referred to will be subject to the general strategic and land use policies of the Official Plan.

135. That Section 6.3.1.7 be deleted and replaced by the following.

6.3.1.7

All readopted Secondary Plans will be reviewed as considered necessary or advisable, beginning in 1978. In the meantime, in the event of a conflict between the policies and provisions contained in the readopted Secondary Plans and this Official Plan, a further Official Plan amendment will be required to the Secondary Plan to resolve the conflict in favour of the Primary Plan.

136. That Section 6.3.1.11 be added as follows.

6.3.1.11

Any amendments to the Official Plan of the former Town of Mississauga before the Minister at the time of submission of this Official Plan will be included in the list of re-adopted amendments when they are given final approval by the Minister.

137. That Section 6.4 be amended by the addition of the following.

6.4 PROCESSING OF
 DEVELOPMENT
 APPLICATIONS

Development applications will be evaluated and processed in accordance with the relevant adopted Secondary Plan policies. Where Secondary Plans are in preparation, development applications may be processed simultaneously with the Secondary Plan. Where no Secondary Plan exists or is in preparation, the general policies of the Strategic Policy Section and Land Use Policy Section will apply to development applications.

138. That Section 6.4.5.2 sub-section a be deleted and replaced by the following.

6.4.5.2

- a. A land use which does not conform to the Restricted Area (Zoning) By-law but which existed prior to the approval of the Zoning By-law is termed a legal non-conforming use. Such non-conforming uses and those which do not conform with the land use policies of this Plan will be encouraged to relocate so that the subject land may be used in conformity with the policies of the Official Plan and the provisions of the implementing Restricted Area (Zoning) By-law. In some instances, it may be desirable to permit the extension or enlargement of such a non-conforming use in order to avoid hardship. An application for an extension or enlargement will be considered under the provisions of Section 35 (21) of The Planning Act, and it is expected that the Committee of Adjustment will be similarly guided in considering applications under Section 42 of The Planning Act. The following policies will apply in considering such applications.

139. That Section 6.4.5.2 sub-section b be deleted and replaced by the following.

6.4.5.2

- b. In considering an application for the extension or enlargement of a non-conforming use, Council may consider the desirability and feasibility of acquiring the property concerned, and of holding, selling, leasing, or redeveloping it in accordance with the provisions of The Planning Act. In this regard, special attention will be given to the re-establishment of the use in a different location, and in accordance with the policies of this Official Plan.

140. That Section 6.4.6.2 be deleted and replaced by the following.
- 6.4.6.2 Approval of site plans may be required prior to the issue of building permits.
141. That Section 6.5 be deleted and replaced by the following.
- 6.5 PUBLIC PARTICIPATION
- 6.5.1 OFFICIAL PLAN AND SECONDARY PLANS Mississauga shall develop, as part of any review of the Official Plan or revision or preparation of Secondary Plans, a public participation program. Public participation programs will be designed to increase public awareness, encourage active public involvement in the planning process, and where appropriate facilitate consultation and joint planning.
- 6.5.2 ONGOING PUBLIC PARTICIPATION
- 6.5.2.1 Planning policies and reports will be made available to the public so as to encourage continuing public awareness and input into the process.
- 6.5.2.2 Mississauga encourages individuals and groups to take an active interest in the planning of the City. As such, Mississauga will provide the necessary resources upon request, to assist organization in preparing briefs, submissions and responses to planning activities.
142. That Section 6.6 be amended by the addition of the following sub-section e.
- 6.6 ROLE OF MISSISSAUGA IN IMPLEMENTATION e. implement and monitor municipally - funded components of the Plan by means of a Capital Works Program.
143. That Section 7 be deleted and replaced by the following.
7. INTERPRETATION The City of Mississauga Official Plan, including Secondary Plans, consists of Texts, and Schedules.

The Schedules have been drawn on a generalized base map. The location of boundaries between areas designated or shown by symbols are approximate and shall be interpreted as such. They are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines, streams, or other bodies of water, and other clearly recognizable physical features. Future road and public transit systems and bicycle paths are shown in approximate locations only.

This Plan is designed to express the general intent of the municipality and it shall be interpreted not in a narrow technical manner but rather from a long-term conceptual point of view. Interpretation of the intent of this Plan or any part thereof will be made by Council on the advice of staff.

This Plan replaces the existing Mississauga, Streetsville, and Port Credit Official Plans and that part of the Oakville Official Plan that applies to the City of Mississauga and all amendments thereto.

Metric measurements are used throughout the text of the Official Plan and will be the system of measurement employed in all Official Plan studies and associated projects. The approximate non-metric equivalents are given for information only.

Appendices will be adopted by by-law and amended by by-law without amendment to the Official Plan.

144. That the Appendices be amended as follows:

- a. Appendix A be deleted and the text as amended contained therein be re-titled Table 2 and included after Section 5.14.1.2.

- b. Appendices B and C be deleted and the text contained therein be re-titled Tables 3 and 4 respectively and included after Section 5.14.2.4.
 - c. New Appendix A be added and titled Hazard Lands.
 - d. Appendix D be re-titled Appendix B.
 - e. Appendix E be re-titled Appendix C.
 - f. New Appendix D be added and titled Potentially Available Shale Resources Within Undeveloped and Uncommitted Areas.
 - g. New Appendix E be added and titled Readopted Secondary Plans.
145. That Planning Staff be authorized to further amend the draft Official Plan in accordance with the status of Secondary Plans currently being considered or before the Minister and in accordance with Council decisions that affect the policies contained in this Plan.
146. That the draft Official Plan be approved as amended and that Planning Staff be directed to revise the draft Official Plan in accordance with the foregoing recommendations and to submit same to Council for final approval.

CITY OF MISSISSAUGA
PLANNING DEPARTMENT

ITEM: 4
FILE: SP 166
DATE: 1978 05 29

TO

R. A. Searle, Mayor and Members of the City of Mississauga Council

FROM

R. G. B. Edmunds, Commissioner of Planning

SUBJECT

Recommended Changes to the Draft Official Plan

COMMENTS

Item 3 contains the list of changes made by General Committee during the detailed review which took place between October, 1977 and February, 1978. Subsequent to the preparation of the report in February, 1978, events have occurred and some circumstances have changed that require additional changes to the plan. Item 4 is an addendum to Item 3 containing these changes and should be considered in conjunction with it. The additional changes required are listed in the Recommendations section of this addendum and are shown in the order in which they should appear in the draft Official Plan.

The term "Recommended Changes Report" is used throughout the addendum to refer to the report containing recommended changes to the draft Official Plan submitted to Council, March 7, 1978.

APPROVED SECONDARY PLANS

In both the Approval By-law and Implementation Sections of the Plan, the amendments to the existing Official Plan that are to be readopted are listed. The "Recommended Changes Report" (pages 1 to 4 for the Approval By-law and pages 89 to 90 for Implementation) made some changes to these sections to bring them up-to-date. Since the report was prepared, however, other amendments to the existing Official Plan have been approved by the Minister for Creditview, Mississauga Valleys, and North-North Dixie. In addition, the City Core and Dundas districts were identified during the preparation of the City Core plan and will include part of the Cooksville-Munden Park District.

Therefore, it is recommended that the appropriate changes be made to the Approval By-law and the Implementation Section of the Recommended Changes Report and, in the case of Creditview, the Secondary Plan guidelines.

TRANSPORTATION

Subsequent to the review by General Committee of the Designated Right-of-Way Widths and Roads and Transit-Long Term Concept Schedules, the following changes have become necessary as a result of further transportation analysis carried out for secondary plans, development application evaluation and other ongoing projects.

Winston Churchill Boulevard

The designated right-of-way on Winston Churchill Boulevard from Britannia Road to Aquitaine Avenue should be reduced from 150 feet to 120 feet. A detailed transportation analysis done in conjunction with the Meadowvale West Extension Secondary Plan indicated that a right-of-way of 120 feet is adequate to accommodate the transportation demands in this corridor.

Rathburn Road

The designated right-of-way on Rathburn Road from Mavis Road to the Core Area should be reduced from 120 feet to 100 feet. This change results from the availability of more details from the Core Area Study. The study indicated that additional east-west capacity from Mavis Road to the City Core was required and that this could be provided for by a collector roadway referred to as the Mavis Road Connector. This collector would allow Rathburn Road to be constructed as a four lane major collector within the 100 foot right-of-way.

Dixie Road

The "Designated Right-of-Way Widths" for Regional Roads are set out in Schedule A of the Regional Municipality of Peel By-law Number 217-77, approved by Regional Council on December 15, 1977. Dixie Road from the Queen Elizabeth Way to Lakeshore Road is not included in By-law Number 217-77; however, Regional Council on September 9, 1976 (76-285-41) designated Dixie Road in this location as a scenic road and maintained its existing road width of 66 feet.

Mavis Road Extension

In the original draft Official Plan schedule, "Roads and Transit Network - Long Range Concept", Mavis Road was shown as an extended arterial north of Eglinton and Second Line West was shown as a major collector. At the suggestion of the Engineering Department and Peel Region Transportation planners, the Mavis Road extension was deleted and Second Line West was designated as the arterial road.

Since the recommendation for change was made, other considerations have emerged. If Second Line West is to be the major north-south arterial road in this area, then the proposed interchange for this area would be at the junction of Highway 401 - Second Line West. However, this location has been identified generally as an Environmental Protection Area and the construction of an interchange at this location may cause disturbances to the environment. No such problem exists at the general location of the junction of Mavis Road extension and Highway 401. In addition, to protect Meadowvale Village, realignment of Second Line West at Derry Road will be necessary to divert traffic away from the Village that can be expected if Second Line West rather than Mavis Road extension is the arterial road with an interchange at Highway 401. Furthermore, investigations into the community structure in the Highway 10 - Highway 403 area indicate that the alignment of Mavis Road north of Eglinton would be very near the natural watershed for the area. Thus a natural boundary - the watershed boundary - and the man-made boundary - the Mavis Road arterial - together would constitute an effective boundary between planning districts in this area.

Therefore, it is recommended that:

- Mavis Road be shown on the "Roads and Transit Network - Long Range Concept" as an arterial road extending to the northern boundary between Mississauga and Brampton and an interchange be shown at the junction of Mavis Road extension and Highway 401;

- Second Line West be shown on the same schedule as a major collector;
- the designated Right-of-Way Widths Schedule be amended to show the designated right-of-way for Mavis Road from Eglinton Avenue to the Mississauga - Brampton boundary as 120 feet and the designated right-of-way for Second Line West from Eglinton Avenue to the Mississauga - Brampton boundary as 86 feet.

Bloor Street Between Dixie Road and Etobicoke Creek

This part of Bloor Street was originally shown as a major collector; however, it was changed to arterial because it has a 100 foot right-of-way (as opposed to an 86 foot right-of-way for the other parts of Bloor Street). Since it seems very unlikely that Bloor Street in this location would be widened to six lanes, (except at intersections) and to maintain the system continuity of the road network, it is recommended that Bloor Street between Dixie Road and the Etobicoke Creek be designated as a major collector on the "Roads and Transit Network - Long Range Concept".

Myerside Drive

Myerside Drive was shown to extend from Dixie Road to First Line East as a major collector. Its close proximity to the Highway 410 - Highway 403 interchange, and the Courtney Park Drive overpass preclude the possibilities of a Myerside overpass. The required east-west capacity across Highway 410 in this transportation corridor will be provided by Courtney Park Drive. Thus Myerside Drive should be deleted from the "Designated Right-of-Way Widths" and "Roads and Transit Network - Long Term Concept" schedules.

Courtney Park Drive

The conceptual alignment of Courtney Park Drive was shown to extend from Dixie Road to First Line West as a major collector. This transportation facility should be shown extending from Dixie Road to Second Line West. The section from Dixie Road to the Mavis Road extension should be re-classified as an arterial and the section from Mavis Road extension to Second Line West as a major collector.

The reasons for the extension and road re-classification of Courtney Park are as follows:

- the distance between Highway 401 and Derry Road requires a major east-west arterial;
- the Mavis Road extension;
- arterials should parallel freeways
- the removal of Myerside Drive as a major road.

MONITORING - FINANCE

In a report to General Committee January 10, 1978, proposing revised phasing policies, the following statement was recommended for inclusion as one of the aspects to be monitored:

"The assessment base to determine if effective fiscal capacity has been created to accommodate growth;"

During discussions by General Committee of this issue, it was suggested that the concept of "effective fiscal capacity" should be more specifically defined to include a 60/40 (residential-commercial) assessment ratio. In responding to Council's suggestion, the Finance Commissioner's report of February 21, 1978 states that "assessment and assessment ratios cannot be regarded as measures of fiscal capacity since assessment does not reflect ability to pay taxes". The report concludes by proposing:

" a systematic approach to official plan monitoring on an annual basis. This would involve the establishment of development quotas linked to the City Capital budget to ensure that quotas are consistent with financing capabilities and that City programs are responding adequately to the special requirements of new development."

In view of the foregoing and as a result of subsequent discussions between Planning staff and the Finance Department, it is suggested that no reference be made to assessment ratios in the Monitoring section of the Phasing policies of the draft Official Plan, but rather points c. and d. should be combined to elaborate more specifically what aspects of the development will be monitored. The information that results from implementing this monitoring system, combined with the City's capital budget which will deal with other matters including development levy policies, ability to service new development and prevailing financial restraints should provide Council with a comprehensive overview of whether or not the City is achieving its goals and objectives.

Therefore, it is recommended that points c. and d. of subsection 4.11.2.2 (page 46 of "Recommended Changes" report) be combined to read as follows:
4.11 2. 2 Monitoring c. Population, housing unit, commercial floor space, office floor space and industrial acreage targets to 1986.

4.11.3.7 Phasing Program (page 50 of "Recommended Changes")

This section establishes the criteria on which the phasing program will be based. At the January 10, 1978 meeting, General Committee suggested that "Finance" be added as an additional criterion. In discussions between the Finance Department and Planning staff on this matter, it was agreed that such criterion was redundant because this factor was inherent in all the other criteria; the term "economically" is used in a number of instances in the broadest sense to include financial considerations.

Therefore, it is recommended that "Finance" not be added as a criterion.

AIRCRAFT NOISE

Two circumstances have occurred which require changes to the Official Plan.

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DATE: 1978 05 29

The first is the publication by the Ministry of Housing of a policy document, "Land-use policy near airports" based on the Noise Exposure Factor (NEF) system which is to be used by municipalities for determining restrictions to be imposed on land uses around airports. The document includes a land use compatibility table and a new set of composite noise contours. The Provincial Government identifies 28 to 35 NEF as a "Discretionary Range" in which all buildings must be subject to acoustic design criteria established by the Federal Government. Between 30 and 35 NEF, "some annoyance will occur" but "development will be acceptable if approved by the municipality and subject to the aforementioned design criteria". Between 28 and 30 NEF, no statement is made except that for the aforementioned acoustic design criteria requirement.

In the absence of Provincial or Federal Government policy during the preparation of the draft Official Plan during 1975-1976, the 28 NEF level was assumed in the draft Official Plan as the maximum noise level for residential development and the land use component of the Official Plan was based on that assumption. Although the Province does not provide a definite maximum level, it appears to suggest that aircraft noise levels between 28 and 30 NEF would not create serious problems. Since Mississauga contains many areas which would be developed for residential purposes and are subject to noise levels of less than 30 NEF, there appears to be no justification for raising the maximum level to any figure greater than 30 NEF.

Therefore, it is recommended that the draft Official Plan be amended to replace the 28 NEF value with the 30 NEF value as the aircraft noise disturbance level above which residential development should not be permitted.

The second circumstance concerns the status of aircraft noise zones and the land use compatibility table vis à vis the draft Official Plan. The draft document contained both items in an appendix. However, the joint report of Regional and Mississauga Planning staff recommended and General Committee agreed that the noise contours should be included on the Land Use Long Term Concept subject to

amendment as required and the compatibility table be placed within the text of the Official Plan. Prompted partly by this recent statement by the Ministry of Housing which will require revising the noise contours and a land use compatibility table in the Official Plan, subsequent doubts concerning the wisdom of that recommendation have emerged. Both the location of the contours and the land use compatibility table will be subject to continual changes as a result of new technologies and other factors. In any case, both represent factual guidelines rather than policy statements and are, therefore, more appropriate in the Appendix where a Council resolution rather than the lengthy process of an Official Plan amendment would be required.

Therefore, it is recommended that the draft Official Plan be amended to include both the aircraft noise contours and the land use compatibility table contained in the Ministry of Housing's statement of March, 1978, "land-use policy near airports-" and that these items be retained as an appendix to the plan.

In order to prevent confusion and to show clearly to which areas of the land use long term concept the aircraft noise contours apply, however, it is recommended that they be shown on Schedule 11 with the accompanying note stating that the contours are not part of the plan but shown for information purposes only:

The aircraft noise contours are shown on this schedule for information purposes only and are not part of the Official Plan text. These contours will change from time to time as new information becomes available. Reference should be made to the Aircraft Noise Policies and of this Official Plan and Appendix D.

RAIL AND HIGHWAY NOISE

The situation with rail and highway noise is similar to that of aircraft noise; namely, that the appendices recommended for inclusion in the Official Plan text should be retained as appendices. There are indications from discussions with the Engineering Department and from the Provincial Ministries of Environment and Housing that the rail and highway noise guidelines will require continual review and amendment. As

with aircraft noise guidelines, if this information was placed in the text of the Official Plan, it would require an amendment to the Official Plan each time the guidelines were changed. As an appendix, the guidelines would require only a Council resolution to effect a change.

Therefore, it is recommended that the proposed change in the March 7th report to transfer the rail and highway noise guidelines from the appendices to the text not be ratified and this information be retained as an appendix to the Official Plan.

SECONDARY PLAN AMENDMENTS

The Official Plan consists of two elements: the Primary Plan and a number of Secondary Plans. With regard to the Primary Plan (the document before Council), it is anticipated that it would be amended from time to time in the same manner as the existing Official Plan; i.e. amendments numbered consecutively beginning with Amendment 1.

Most of the Secondary Plans are readopted amendments to the existing plans. As set out in Section 6.3.13 (page 145 of the draft Official Plan), the secondary planning districts are identified by name rather than number and any amendments to the Secondary Plan would be identified as an amendment to that particular Secondary Plan; for example, North-North Dixie Secondary Plan, Amendment 1. The objectives in establishing this approach are to provide more identity to the secondary planning districts by giving them names rather than numbers, and to prevent the confusion that results when several planning documents are required to be consulted to determine the planning policies for a particular secondary planning district; these might include the amendment to the Official Plan which constitutes the original secondary plan and subsequent amendments to it.

Subsequent discussions with the City Solicitor indicate two problems with this approach. First, since Secondary Plans are not recognized by The Planning Act, it may not be legally possible for the Minister to approve any amendments to them. Secondly, the logistics of having several "Amendment Number 4's", for example - one to the Primary Plan, the rest to Secondary Plans - might result in confusion.

In view of the foregoing, this approach to amending this plan is considered inappropriate. No distinction should be made between any amendments to either Secondary Plans or the Primary Plan and all amendments therefore, would be numbered consecutively beginning with Amendment 1. Section 6.3.13 should be deleted.

RECOMMENDATIONS

The following additional changes should be made to the draft Official Plan (as amended by the Recommended Changes Report March 7, 1978). The section and subsection numbers and letters refer to the revised numbering. Where a section or subsection has been deleted, the remaining sections are appropriately renumbered.

It is recommended:

1. That section 1.1.2.3 be deleted and replaced by the following:

1.1.2.3 The amendments to the former Official Plan of the Town of Mississauga Planning Area and the Town of Streetsville Planning Area hereinafter which are described are hereby readopted as Secondary Plans of the City of Mississauga Subsidiary Planning Area and are retitled as follows:

- (a) The relevant parts of Amendment 151 (as amended by Amendments 159, 202, 229, 233, and 255) pertaining to Cooksville and Amendment 166 (as amended by Amendment 196) which are hereby retitled and combined to be known as the Cooksville-Munden Park Secondary Plan.
- (b) Amendment 156 (as amended by Amendments 163, 175, 256 and 262) which is hereby retitled and combined to be known as the West Erindale Secondary Plan.
- (c) Amendment 160 (as amended by Amendments 164, 178, 194, 200 and 263) which is hereby retitled and combined to be known as the North Dixie Secondary Plan.

- (d) Amendment 179 (as amended by Amendments 195, 212, 235, 243, 244 and 245) which is hereby retitled and combined to be known as the Malton Secondary Plan.
- (e) Amendment 216 (as amended by Amendment 283) which is hereby retitled and combined to be known as the Mississauga Valleys Secondary Plan.
- (f) Amendment 225 (as amended by Amendment 276) which is hereby retitled and combined to be known as the North-North Dixie Secondary Plan.
- (g) The relevant parts of Amendment 218 (as amended by Amendments 241, 249, 266, and 275) pertaining to Meadowvale West which is hereby retitled and combined to be known as the Meadowvale West Secondary Plan.
- (h) Amendment 246 (as amended by Amendments 251, 265 and 270) which is hereby retitled and combined to be known as the Erin Mills South Secondary Plan.
- (i) Amendment 248 (as amended by Amendment 272) which is hereby retitled and combined to be known as the Clarkson-Lorne Park Secondary Plan (Lakeshore Area).
- (j) Amendment 277 which is hereby retitled to be known as the Creditview Secondary Plan.
- (k) The Town of Streetsville Official Plan (as amended by Streetsville Amendments 1, 2, 3, 4, 6, 7, 8, 9, 10 and 11) and Town of Mississauga Amendment 218 pertaining to Meadowvale South, (as amended by Amendment 260) which are hereby retitled and combined to be known as the Streetsville Secondary Plan.

2. That Section 2.2.3 be deleted.
3. That Schedule 8 Roads and Transit Network - Long Term Concept and Schedule 9 Designated Right-of-Way Widths be amended as follows:
 - (a) That the designated right-of-way on Winston Churchill Boulevard from Britannia Road to Aquitaine Avenue be reduced from 150 to 120 feet.
 - (b) That the designated right-of-way on Rathburn Road from Mavis Road to the Core Area be reduced from 120 feet to 100 feet.
 - (c) That the designated right-of-way on Dixie Road from Queen Elizabeth Way to Lakeshore be reduced to 66 feet.
 - (d) That Mavis Road extension be retained as an arterial road from Eglinton to the northern boundary of Mississauga with a 120 foot right-of-way and Second Line West be retained as a major collector with an 86 foot right-of-way.
 - (e) That Meyerside Drive be deleted from Schedules 8 and 9.
 - (f) That the conceptual alignment of Courtney Park Drive be extended to intersect with the Mavis Road extension and Second Line West.
 - (g) That Bloor Street between Etobicoke Creek and Dixie Road be designated as a major collector.
4. Section 4.11.2.2 c. and d. be deleted and replaced by the following:
 - 4.11.2.2 MONITORING c. Population, housing unit commercial floor space, office floor space and industrial acreage targets to 1986.

5. That the draft Official Plan be amended to substitute the 30 NEF value for the 28 NEF wherever it appears in the text of the Plan.
6. That the land use compatibility table and noise contours as revised by the Ministry of Housing, April 1978, be retained as Appendix D to the Plan.
7. That Schedule 11 Land Use Long Term Concept be amended by showing the Noise Contours for information purposes only with the accompanying note:

The aircraft noise contours are shown on this schedule for information purposes only and are not part of the Official Plan text. These contours will change from time to time as new information becomes available. Reference should be made to the Aircraft Noise Policies of this Official Plan and Appendix D.

8. That the proposed change in the Recommended Changes Report of March 7, 1978 to transfer the rail and highway noise guidelines from the appendices to the text not be ratified and this information be retained as an appendix to the Official Plan.
9. That Section 5.16.3.3 b. Creditview be deleted.
10. That Section 6.3.1.3 be deleted.
11. That Section 6.3.1.4. a. be deleted and replaced by the following:

The following amendments to the Town of Mississauga Official Plan are hereby repealed and readopted as Secondary Plans and retitled as follows:

- a. The relevant parts of Amendment 151 (as amended by Amendments 159, 202, 229, 233 and 255) pertaining to Cooksville and Amendment 166 (as amended by Amendment 196) which are hereby retitled and combined to be known as the Cooksville-Munden Park Secondary Plan.

- b. Amendment 156 (as amended by Amendments 163, 175, 256 and 262) which is hereby retitled and combined to be known as the West Erindale Secondary Plan.
- c. Amendment 160 (as amended by Amendments 164, 178, 194, 200 and 263) which is hereby retitled and combined to be known as the North Dixie Secondary Plan.
- d. Amendment 179 (as amended by Amendments 195, 212, 235, 243, 244 and 245) which is hereby retitled and combined to be known as the Malton Secondary Plan.
- e. Amendment 216 (as amended by Amendment 283) which is hereby retitled and combined to be known as the Mississauga Valleys Secondary Plan.
- f. Amendment 225 (as amended by Amendment 276) which is hereby retitled and combined to be known as the North-North Dixie Secondary Plan.
- g. The relevant parts of Amendment 218 (as amended by Amendments 241, 249, 266 and 275) pertaining to Meadowvale West, which is hereby retitled and combined to be known as the Meadowvale West Secondary Plan.
- h. Amendment 246 (as amended by Amendments 251, 265 and 270) which is hereby retitled and combined to be known as the Erin Mills South Secondary Plan.
- i. Amendment 248 (as amended by Amendment 272) which is hereby retitled and combined to be known as the Clarkson-Lorne Park Secondary Plan (Lakeshore Area).
- j. Amendment 277 which is hereby retitled to be known as the Creditview Secondary Plan.